Supplied.

ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOR ORIENTAL AGENCY

Sole Agents for the NITED ASBESTOS CO. LIMITED, LONDON. DODWELL & CO., LIMITED, General Managers.

ESTABLISHED 1881.

Banks.

NEW SERIES No. 1845. 日九十月四年七十二翰光

WEDNESDAY, JUNE 5, 1901.

三拜禮

號五月六英港香

THIRTY DOLLARS PER ANNUM.

THE JOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880,

CAPITAL PAID-UP 8,310,000 Head Office: YOKOHAMA.

Branches and Agencies, TOKIO, LONDON: NAGASAKI. NEW YORK. SAN FRANCISCO. HONOLULU. SHANGHAL BOMBAY. TIES CSIN. . NEWCHWASG.

LONDON BANKERS PARRS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGRONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI

Hougkong, 17th April, 1901. TONGKONG AND SHANGHAI BANKING CORPORATION. Path-up Capital.....\$10,000,000 RESERVE FUND.-

Sterling Reserve.....\$t0,000,000} \$13,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

Hon. J. BELL-IRVING, Deputy Chairman. D. M. Moses, Esq. N. A. Siebs, Esq. H. W. Slade, Esq. A. J. Raymond, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq. H. Schübart, Esq.

CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. MANAGER: tilonighal--H. M. BEVIS, Esq.

LONDON BANKERS - LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager.

HONGKONG SAVINGS BANK.

Hongkong, 4th June, 1901.

THE Business of the above Bank is conducted L by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be obtained on application. 4 TNIEREST -- deposits is allowed at 14 Dep.

CENT, per annum. Depositors may transfer at Their balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION,

T. JACKSON, Chief Manager. Hongkong, 4th October, 1900.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000 PAUD-UP CAPITAL 2,500,000 Head Office: -SHANGHAL.

Branches and Agencies. PEKING. CANTON. PENANG: CHEFOO. SINGAPORE. CHINKIANG. TIENTSIN. CHUNKING. HANKOW.

ITHE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Translers Payable at its Branches and Agencies. HONGKONG BRANCH.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :-- LONDON.

CAPITAL PAID-UP......£800,000 RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent.

p. Manager. Hongkong, 22nd May, 1901. THE NATIONAL BANK OF CHINA,

LIMITED. Paid up Capital£. 324,374 HEAD OFFICE:-HONGKONG.

Board of Directors :-Chan Kit Shan, Esq. | C. Ewens, Esq. | Chow Tung Shang, Esq. | J. T. Lauts, Esq. | Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5% Hongkong, 20th December, 1899. GREEN ISLAND CEMENT COMPANY, LIMITED. -

PORTLAND CEMENT.

\$5.50 % Cask of 375 lbs. Net ex Factory. \$8:30 # Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 1st June, 1901.

Mails.

STEAM NAVIGATION COMPANY.

SHANGHAIChusanC. L. DanielAbout 7th June ... Freight or Passage. LONDON, &c Coromandel F. W. Vibert, R.N.R... Noon, 8th June ... Freight or Passage. MARSEILLES SocotraH. Hide, R.N.R......About 15th June ... Freight only.

* (See Special Advertisement):

· For Further Particulars, apply to

Hongkong, 4th June, 1901.

H., A. RITCHIE; Superintendent.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW_YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

	STEAMERS.	SAILING DATES.
	HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June,
	SACHSEN	THURSDAY, 27th June. 18
1	KIAUTSCHOU, Hamburg-Amerika Linje	"THURSDAY, 17th Inly.
	RAYERN STUTTGART	THURSDAY, 25th July. 1
- 1	STUTTGART	THURSDAY, 8th August.
	KONIG ALBERT	THURSDAY, 22nd August.
Ċ	· PRINZESS IRENE	THURSDAY, tth September.
-	PRINZ HEINRICH	THURSDAY, 10th September.
1	* PREUSSEN	.:WEDNESDAY. and October.
1	HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
	SACHSEN	WEDNESDAY, 30th October.
	BAYERN	WEDNESDAY, 17th November.
		E-Contract
_	and the second of the second of the second of the	JOON, the Steamship "HAMBURG

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at Naples and Genoa. Shipping Orders will be granted till Noon, on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 12th June.

Contents of Packages are required. No. Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Linen can be washed on board. ...

Hongkong, 29th May, 1901.

MELCHERS & CO., AGENTS.

HONGKO

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. Do. For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900.

PER CASE OF 4 DOZ. QUARTS 6 DOZ. PINTS

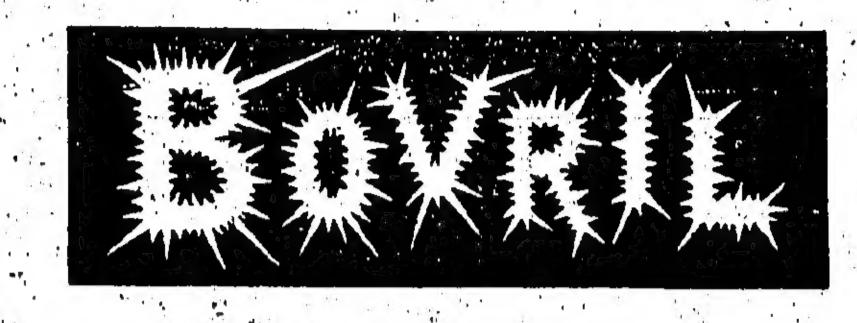
> SOLE AGENTS: H. PRICE &

> > 12, QUEEN'S ROAD.

Hongkong, 2nd May, 1901.

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons: of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

ASBESTOS AGENCY, LIMITED

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds,

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER.

YOUNGER GEORGE



Telephone No. 75.

Specially brewed for Tropical Climates. A thoroughly sound, light, bitter beer.

Per Case of 4 Dozen Qts.

WINE AND SPIRIT MERCHANTS.

15. Queen's Road,

Hongkong, 23rd May, 1901.



MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

IEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO. LONDON OFFICE: -34, LIME STREET, E.C.

HONGKONG OFFICE: -- 6, ICE HOUSE STREET

BRANCH OFFICES:

Iew York. San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUL."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Inpanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works: Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines. Hongkong, 25th May, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY. (Proprietors and Sole Manufacturers) 9, Old China Street,

12th October, 1808,.

BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

and FIXED, DRAINS, TRAPS, Public are hereby cautioned against receiving WASTE PIPES. &c., CLEANSED and RE- and/or cashing Singapore Notes of the Deno-PAIRED. Sanitary Board Notices receive mination of \$50. prompt attention. Agent for MOSAIC TILES. Prices on Application

THE BRITISH NORTH BORNEO CO:

A PPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of L ERECTION of BRICK SHOPS at Testimonials to be sent to the undersigned, JESSELTON for the NORTH BORNEO GOVERNfrom whom terms may be learnt. Appointment MENT, Particulars of which may be seen at to be taken up as soon as possible. the OFFICE of W GIBB, LIVINGSTON & CO.,

Hongkong, 26th January, 1901. [124c] Hongkong, 13th February, 1901.

NOTICE.

Shanghai.

TNFORMATION has been received from L our SINGAPORE BRANCH by Wire of the ROBBERY of 8238,950 of 850 Notes, issued by THE HONGKONG AND SHANGHAI BANK-CANITARY APPLIANCES SUPPLIED ING CORPORATION, SINGAPORE, and the

> For the Hongkong and Shanghai BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 29th May, 1901., NOTICE!

ENDERS are hereby called for the

Messrs. GIBB, LIVINGSTON & CO.,

In the Name of 51- 60 ANTHONY BABINGTON, Esq.

151-160 CREASY EWENS, Esq.

Intimations.

CANTON LAND CO, LIMITED.

NIOTICE is hereby given that the follow-

161-170 18, '9 182-190 FUNG SHIU SAN, Esq.

10 191-200 10 201-210 246-255 A. G. G. GORDON, Esq. 101 311-320 ELEAZER SILAS KELLY, Esq. 10 321-330

£D 331-340

10 - 341-350

10, 351-300 with transfer deeds attached having been LOS! New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or nego-

ciating same. SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th May, 1901. THE NEED

MUNICIPAL FREEDOM

"SCRUTATOR." With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1. On Sale, at LOCAL NEWS AGENTS and H. RUTTONII'S KOWLOON STORE. Hongkong, 3rd June, 1901.

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND. SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS:

MAXIM, BERNA, &c. DEPAIRS of WATCHES and CLOCKS by competent European experts at

Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1001;

NOTICE. of Tour Firm of Mr. HENRY CRAWFORD and Mr. JOHN MCCALLUM expired on 31st March! 1901. Mr. ALFRED HOLLAND SKELTON, Mr. DUNCAN CLARK and Mr. FRANCIS CUMING WILFORD were admitted as PARTNERS on 1st April, 1901.

LANE, CRAWFORD & CO. Hongkong, 4th June, 1901.

For Sale.

FOR SALE.

NIEW EUROPEAN HOUSES at LBIGH. TON HILL ROAD. By investing a small sum of money, a person, in the course of a few years, would

become the absolute owner of one of these houses, (Tontine System). For Conditions of Sale, apply to

Hongkong, 30th May, 1901.

FOR SALE, CHEAP.

. COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

To be Net.

TO LET.

LIRST and SECOND FLOORS of Nos. 1 and 3. WA IN FONG. Bathroom and Gas suitable for married couple.

Apply to C. E. WARREN, 25, Aberdeen Street. Hongkong, 23rd May, 1901.

TO LET.

A HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL Apply to THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

Hongkong, ist May, 1001. TO LET.

NIO. 6. ICE HOUSE LANE and 3 GO-DOWNS in DUDDELL STREET.

A. RUMJAHN. Hongkong, 20th May, 1901.

TO LET. Possession April 1st.

STEWART TERRACE.

J. W. NOBLE. ·Hongkong, 6th March, 1901.

TO LET

"TX/OODLANDS WEST," No. 9, SEY-V V MOUR ROAD Apply to

"S.B." C/o This Office. Hongkong, 13th March, 1901,

Co-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions PUBLIC AUCTION, (UNDER THE BILL OF SALE). FOR ACCOUNT OF THE CONCERNED,

MONDAY, the 10th June, No. 17, DES VIEUX ROAD above the Office of

SUNDRY OFFICE FURNITURE. TEAKWOOD DESKS, OFFICE CHAIRS. LETTER BOXES, STATIONERY CASES, COUNTERS, One large COPYING PRESS and STAND, BOOK RACKS, &c., &c.

P. & O. S. N. Co.

REMINGTON and I HAMMOND'S TYPEWRITERS and I large IRON SAFE by PHILLIPS & SONS, London,

A quantity of COMMERCIAL CODES. TERMS :- As Usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 5th June, 1901. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

Captain Roach, will be despatched for the above Port, on FRIDAY, the 7th instant, at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 5th June, 1901. PORTLAND AND ASIATIC STEAMSHIL

COMPANY. Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA," " Knight. Companion," HONGKONG and PORTLAND (OR.,)

Calling at SHANGHAI, NAGASAKI, MOJI, KORE, and YOKOHAMA. THE Steamship

"INDRAVELLL will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and

United States Points For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent.

SHEWAN, TOMES & CO. Hongkong, 5th June, 1001.

Untimations. EYE-SIGHT.

Mr. N. LAZARUS, Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Rond Central; Business hours: 9 Howard > Hate

GREAT proportion of catamets and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain conding in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES

only after testing the sight. ADVICE FREE. [1453b



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

WATERS ÆRATED : IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR Last.

A perfect System of Filtration is employed guaranteeing Absolute pur-

The Machinery used is of the Latest

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED. THE HONGKONG DISPENSARY. Hongkong.

At Kobe, on the 24th of May, the wife of F. G. SALE, of a son.

On the 29th of May, at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., FRANCIS ARTHUR BLAKE, Jr., of Shanghai, to G.C.M.G. FLORENCE AIMER WOMERSLEY.

The Nongkong Welcgraph

HONGKONG, WEDNESDAY, JUNE 5, 1901.

NOTES AND COMMENTS.

A Suggestion.

It will be remembered that in the recent Glengyle-Hangehore collision case the question arose as to whether or no the Glengyle was in motion or not, the officers of the Hangehow appearing to have difficulty in deciding whether she was actually under way or was made fast to her buoy.

In this connection it has been pointed out to us by several ship masters that it is often very difficult to decide, on entering one of the fairways, whether a vessel sighted is tied up to her buoy or has let go and is intending to, move out. So long, as the vessel in question is moving up or down the fairway she flies a fairway pennant, but directly she passes the boundary of the fairway this is hauled down. Our scafaring friends point out to us that this makes it soniewhat dangerous, to navigate the fairways of the harbour, as a steamer-may at any time mo, that into the fairway from the anchorage without any warning being given. the regulation obliging a vessel to fly a certain signal when navigating a fairway, regulation should be made by which vessels actually under way but not in the fairway may be distinguished. They also point out that it would be well if some signal were flown by each vessel actually at anchor or attached to a buoy to show that she stationary. This we imagine could be

navigation in our crowded harbour. For instance: All vessels actually at anchor should fly a distinguishing fla and so should those which are in process of tying up or letting go. Were this done a captain entering the harbour would be able to see at a glance what vessels were stationary and were likely to remain so, and what were about to get under way or were likely to enter the fairway through which he was proceeding. A vessel at sea which is not under command is obliged to fly a signal notifying, the fact, to warn other vessels to keep clear of her. A vessel moving slowly up to her buoy, having already stopped her engines, is equally not under command and she should display some symbol whereby other vessels may be warned to keep clear of her. We think that the matter suggested is worthy of consideration, and recommend it to the attention of the Harbour Authorities.

easily done and it would lessen the risks of

REUTER'S TELEGRAMS.

THE DOMEDS, KDON, June 3rd.

The Telegraph's Washington correspondent states that Germany, Great Britain, and France, will garrison the points between Peking and the sea.

BRITISH SOUTH AFRICA. THE VLAKFONTEIN FIGHT.

The casualty lists of the recent fighting at lakfontein, show that the 28th Field Battery lost six killed and twelve wounded.

Lord Kitchener reports two more Ycomanry officers killed and one missing in the Vlakfontein fight.

FRANCE AND THE CHINESE INDEMNITY QUESTION.

M. Delcassé speaking in the Chamber, said that he favoured a common guarantee for the Chinese indemnity, because all the Powers would then be interested in maintaining the integrity of China.

WEATHER REPORT.

The Observatory report says:-

On the 5th at 12.5'p.m. the barometer has fallen slightly on the S. coast of China, and is little changed elsewhere. Pressure is high over the E. coast of China, and the low pressure trough, in which a small depression may be forming to the S.W. of Hongkong, is still lying in the N. part of the China Sea. Gradients slight to moderate for E. winds on the China coast. Forecast :- Fresh to strong E. winds ; squally, showery.

LOCAL AND GENERAL.

COLONEL Bailey, commanding the 22nd Bombay Infantry, accompanied by Mrs. Bailey, left for Japan to-day on three month's leave.

THE depression in the China Sen is evidently causing the rather depressing weather here. The typhoon season is coming on, and we hope the St. Enoch will fare better than the Canton

MR. H. PRICE has, returnd from Manila and reports a steady increase in his own business, but things in general very flat. Great caution has to be exercised in pushing trade, for the

THE French mail arrived at her buoy at 9.20 this morning. The English mail is due tomorrow afternoon, so we reserve our "By the mail" column, as the news by the former boat will be ancient history.

AMONGET the passengers departed for home per Empress of China to-day were Mr. and Mrs. D. R. Crawford, Mr.- Crawford retires from the well-known firm of Lane, Crawford & Co. and intends spending the remainder of his life in the old country,

In another column will be found the announce- AN alarm of fire was rung up from No. ment of the marriage, which took place last Wednesday, of Mr. F. A. Blake, Jr., of Shang. hai, to Mrs. P. A. Womersley. The bridegroom is a nephew of H.E. Sir Henry Arthur Blake,

SINGAPORE papers report :- An order has been

made by His Excellency the Officer Admini-

stering the Government in Council prohibiting Chinese coolie immigration into the Strait Settlements by any vessel leaving or calling at Hongkong after the 29th May. WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been ad

of 375 lhs. and 250 lhs. respectively. The in crease dates from June 1st. WE shall be obliged if any subscriber or receiving his paper late or irregularly wi write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50

Queen's Road Central. The wrapper wil

enable us to check the delivery coolies.

vanced 50 cents per cask and 30 cents per bag,

A VERY sad addident which terminated fatally occurred on board the C. N. Co.'s str. Peking. shortly after her arrival from Ningpo on the 31st ulto,, says the Shanghai Mercury. It appears that a coolie in handling the luggage of a Chinese passenger, among which was a gun, | preventive measures against the plague. and believing perhaps that the gun was un loaded, had evidently handled it rather roughly -What they suggest is that in addition to with the result that the gun went off, killing the coolie instantly-in fact the unfortunate coolie's brains were completely blown out. The Chinese Magistrate was informed of the occurrence and he went on board about noon and held an inquest there, with what result we have so far not been able to ascertain.

> THE P. E. T. Times of the 25th ulto, states:-Three complete batteries of new Krupp guns, fifteen pounders, with 4,500 rounds of animunition and 700 or 800 rounds of q. f. ammunition were discovered neatly buried in a small Chinese house at Kaiping since the British force has been stationed there, and were yesterday brought down to Shino where they are being shipped pending orders from home. The guns were discovered through the agency of an Indian Mussleman trooper who had become friendly with a Chinese Mussleman who divulged the secret, in spite of a bribe of \$200,000 offered by a local official to hold his tongue. The guns (eighteen in all) are quite new, and in perfect order with the exception of the breech blocks. The guffs were stowed away in an astonishingly small space under a mud floor, and probably there are many other places in which guns or ammunition may be similarly

Do those officials responsible for the maintenance of roads ever chance to take a ricksha ride? If so they should see that there is something radically wrong with the system. ague in mathematics of against minimum agreets with a paved crossing, unless the road in the vicinity happens to have been very recently relaid, the pavement stands an appreciable height above the road and the result is a most unpleasant jerk to the ricksha. The manholes of drains project in the same manner and offer serious impediments to traffic. It is lucky that our traffic is not of a very heavy nature, otherwise cur P. W. D. folk would be constantly having to put in fresh manhole covers to replace damaged ones. As matters now stand it is only he rickshas that suffer, and that, of course, dies not matter a jot to the P. W. D. Still we pesume that if a cyclist was given a bad fall by one of these mantraps, the Government, would be liable for danages.

WE have a private letter from a very competent observer of the situation as it is at Peking, or at least as it was during his recent visit thee, say-the Singapore F. P. It calls a spade a spade with extreme precision and, if we coud, we should much enjoy quoting its text. Without naming names this racy bit of epigrammate summing up deals with the Foreign Ministers other than British. It is for those who know to supply the gaps :-- " As regards the Foreign Ministers somebody said that a very heavy indemnity should be demanded from the Chinese for not having killed them. A. is a coward and a drivelling fool. B. rides very well in steeple-chases. C. was just the man for West of the Mississippi. D. represents a dying nation with painful exactness. E. eats enormous dinners. E and C., like E, are new men and don't know or care about anything. H. speaks no language but his own and Russian, and keeps an eye on De Giers. And J. used to be called the best-dressed man in London, but having lost all his kit in the siege, has now to be content with trying to avoid looking like a beach-comber."

THE writer of "Stray Notes" in a recent Kobe Chronicle evidently hears more Hongkong news than we do .- A number of ladies have, joined together in Hongkong and founded a Society for the Suppression of Scandal. What do you think of that? One lady, forgetful of her vows, gossipped a bit, and was summarily expelled. What a dreadful place Hongkong must be when the evils of gossip have reached plaguinfected house is sleeping with his such a pass that, a Society has to be formed for their suppression! Here in Kobe such

a Society would be superfluous, because gossip or schudal is looked upon as one of the seven deadly sins. Go to the clubs or to the tea-parties, and note how the slightest suggestion of gossip is tabooed-how every in cident is looked upon in the best and most charitable light; how eagerly some justification is sought for what at first seems inexplicable -and if a man or woman should perchance say something that seems to reflect on some one else, how shocked every one else appears We want no Society for the Suppression o Scandal. But there, Hongkong always had the reputation of being a warm place.

Station yesterday evening. The Brigade was promptly turned out and went down Queen's Road towards Wanchai, to the delight of all the small boys.' The one thing wanting was

of bad temper, swear words, and perspiration. Any one who wants to go into training for the next Association football season let him try a course of walking from Watson's corner to Jubilee Street under the verandah on a morning like to-day. The passing dirty coolies, colliding with baskets, bumping foiterers, treading on heels, and dodging bamboos, will stand him in good stead,

the fire. The returning firemen were a mixture

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

A DESPATCH to the Asahi states that an outbreak of bubonic plague in Tokio is threatened. Five dead rats have been found in the kitchen and goods store of the Imperial University hospital and these were analytically examined Plague germs were found. The Metropolitan Police issued an urgent order on the 25th ulto. for the enforcement of general measures for disinfection and the extermination of rats as

THE row of buildings now being-erected at the eastern fend of Elgin Road, Kowloon, are indeed a disgrace to any British Colony. The brickwork is merely chucked together, one wall has already developed a considerable outward bulge and, as we stated before, several collapses have taken place. The defects are now being hidden by stucco, and so we presume that the Government intend to allow the building to stand till the inevitable collapse takes place.

INDIAN, Engineering says :- Lord Gurzon's laudable desire to make Calcutta the capital of India in deed as well as in name is causing much lamentation and searching of heart, especially in Madras and Bombay, whose claims on the score of antiquity of settlement are perhaps better than those of the city of Job Charnock. Many other less specious arguments have been quoted against Calcutta's arrogance; but the most ridiculous that founded on a paper by Major-General J. G. R. Fürlong, a retired Sapper, who piles up a heap of geodetical and geological scrap to prove that 200 years hence Calcutta will become a small inland town of small extent and little importance. Ergo, the Victoria National Memorial should not be erected in Calcutta. We rather think that the Viceroy will view the ultimate fate of the metropolis: with a philosphical calm and continue in his enterprise. Verily, the Allahabad oracle is resposible for much foolishness in the matter

THE PLAGUE.

Number of cases reported (Chinese 997 up till noon of the 4th Other Asiatics 27 Number of cases reported Chinese 9 during the past 21 hours Other Asiatics 1

Total number of cases reported to date 1,048

Number of deaths reported | Chinese 14 during the past 24 hours Europeans.....

Total number of deaths recorded to date 990 Since noon on Saturday last the cases and deaths are :—

Other Asiatics European Total 92 Deaths Chinese 90 Other Asiatics Europeans o The plague returns for last week were :---

Cases......215 Deaths207 The returns for 1st June, 1894, were:-Total deaths to date920 New cases in previous 24 hours ... 82 Deaths in previous 24 hours...... 93

The City Hall Authorities have taken a very de precaution in closing the building at the psent time. It will be remembered that at a rent meeting of the Sanitary Board it was mationed that a number of dead rats had been fold in the building, then followed the death ofic Parsee caretaker from plague, so one m well imagine that the building is in need of horough, overhaul and cleansing. It is to be pped that now that the matter is being tak in hand it will be done well and no mere hall easures be adopted.

Would warn our readers that during the pres plague epidemic it is just as well to keepin eye on one's coolie quarters. The China are not over scrupulous as to whom they te in as lodgers, and it my well happen that he coolie's brother who has fled from a more finate relative in the premises provided by hispaster. A careful inspection of the coolie arters undertaken somewhat late at night acapital thing, and a rattan will be found excellent help in the ejection of undesine intruders.

Among the cases of plague reported in the last 24 les we regret is one, a 7 year old boy of Mrs. Varcoe of 3 Wild Dell, Wanchai. This is thibuse it will be remembered that Mr. Kermiskino died from the same cause was

V. Baird, Bung Frenchman, apprentice in the Cosmilitan Docks was removed to

REDUCTION OF THE GARRISON

We learn that a telegram was received the other day from General Gaselee suggesting that one of the native regiments now stationed here might be sent back to India if it was considered that its services could be dispensed with. As a result of this we are given to understand that the Third Madras Light Infantry will probably be the regiment to leave and wil return to India as soon as transport is available.

AT THE MAGISTRACY.

A TYPICAL CASE.

Wong'I was charged with concealing a case of plague. Dr. Chung King, resident surgeon of the Tung Wa Hospital, said a female about 16 years of age was brought to him in an advanced state of plague.

A Chinese constable deposed that he went to the house 22 Rienecker Street, and found people moving. He saw a sick girl and the defendant attending her. He went back and told the Sergeant, who returned to the place with him. The Defendant stated she brought the girl down from Canton. The girl was sick and she gave her two pills and she seemed to be better but complained of giddiness. The Defendant was fined \$10 or 14 days.

The fine was paid. AN OLD OFFENDER.

Li Tai charged with being a rogue and a vagabond said that he had been carrying a box and was walking away when arrested. If he had walked quicker he might have escaped the 14 days' hard labour he was awarded this

Chung Win Kong of D'Aguilar Street got 14 days for the unlawful possession of two watches and chains, and on being charged with feloniously stealing one \$100 note, thirteen \$14 notes, \$57 in silver and four English sovereigns from the Wardroom Officers' Mess of H.M. Homoventure was sent to prison for 4 months hard labour in addition.

INSIDE AGAIN. Loung Tin envied his neighbour goods and received 3 months' hard labour for going to

A DETAIL OMITTED. Chan Kwong went into the wine and spirit trade and overlooked the necessity of having a license. Fined \$15 or 1 month; presumably the profits paid the fine.

V, ŘÝ. NECESSARY. P., C. John Quinn obtained convictions

against 4 chair coolies for rushing passenger at the Trainway Terminus and obstructing the way. Steach or a days' hard labour.

STEALING AND ASSAULTING. Li Ying Tsan; coolie, was charged with steal ing a bangle and assaulting the complainant After a lengthy hearing the first count was dis missed, but on the 2nd he was fined \$5 or 14 days, fine paid.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed h Correspondents in this columnia

BRITISHER.

TO THE EDITOR OF THE "HONGRONG TELEGRAPH." SIR,-In your last night's paper you have letter signed " Britisher, .. I reckon the writer to such rotten opinions. He argues that no land in Victoria should be held unless the purchaser was a British subject, always except ing, Germans, French and Americans. Very lovely. We must exclude the Chinese in whose land we are, whom we are using for our own ends to the utmost of our ability and embrace the advent of our competitors The Europeans mentioned are not slow to take advantage of the opportunities offered them under British rule and in return bite the hand extended them in a spirit of equality and, fraternity (vide, the European papers on Britain and the Boers). I say Sir, let drop Number of deaths reported (Chinese 951 once for all this tommy rot about our coming up till noon of the 4th Other Asiatics 20 to China as a civilizing race, let drop the June, 1901 Europeans 5 gush about teaching a race that is wiser than ourselves in many ways, restrict the misguided efforts of those tactless men who have effectually sent to heaven 40,000 converts last year by; first converting them, and at the same time exciting opinion to such an

extent that it led to their destruction. . Own up to the honest truth that we are here to do business and to make our way either, as a man or a nation. What we think right and proper, true and just we put in force and there is no distinction or should not be, between Germans, French and Chinese.

"Britisher" should be labeled "Sir Macht in Deutchland "and therefore sign myself," Yours, etc., TRUE BRITISHER.

In conclusion, Sir, I thing your subscriber

Hongkong, June 5th, 1901. DEPARTURE OF THE U. S. FORCE FROM TIENTSIN.

The Americans left here on the 22nd ult., at such an early hour, however, that the coinmunity were not astir and much regret was felt by many that they were unable to join in a good send off. The excellent feeling existing between the British and U. S. officers, however, found bearty expression on Saturday night when a big smoking concert was given in honour of the departing force in the Gordon Hall and the most enthusiastic exchange of sentiments took place. Liscomb Barracks is now occupied by the Royal Welsh Fusiliers. The departure of General Chaffee from Peking was quite an international affair, the Eield Marshal being present at the station, as well as a strong representation of the British and Japanese forces, several bands playing appropriate farewell strains. As we have said before we wish our American friends all good luck, and feeling between them and ourselves, and had the U.S. forces being more in proportion to the British that good understanding would have been still more pronounced .- P. & T. Times.

FOREIGN MINISTERS GROW IMPATIENT. SHANGHAL, May 31st.

It appears that the Foreign Ministers at Peking are desirous to conclude the peace. terms as soon as they can, in view of Americans have now left. The French have the long procrastination that has been made already sent away several companies and reby the Chinese government. They say that moved their headquarters. Some British dein the event of the Chinese Plenipotentiaries tachments have gone, and two regiments of being again, granted permission to deliberate. Germans are leaving soon. Several districts over all questions before they are settled, it is are being handed over to the Chinese authorpossible that another four months will be redities and everything points to a transition: quired before the conclusion of peace negotia- Two things delay, the speedy completion, of tions. In consequence of this, the Foreign the arrangements. One is that the Chinese Just on the to press we learn that Mr. H. | ministers have decided not to allow the Chinese | are parrying in the fulfilment of Articles 2 and Peace Plenipotentiaries to make any argument to of the Protocol. The other is that the upon the demands as now agreed upon by Boxers are again, assuming the aggressive in Hospital suffering from them. This is in order to get the peace treaty the south of the Province, N. C. Daily News completed at an early date. - New Press.

THE WITHDRAWAL OF THE ALLIES.

SHANGHAL, May 31st. 4 Atlyices from Peking state' that the allied roops will probably clear out of the capital at the end of June, It happens to be the hottest part of summer at that:time, therefore the High Chinese Ministers at Peking consider t inexpedient for the Court to go back to Pek-

A joint memorial has been drafted bearing the signatures of the officials of the six Boards as well as the nine Courts and many other High Ministers praying that the Emperor and Empress Dowager may return to Peking by the

following autumn. We understand that the memorial in queswill be forwarded by a special messenger to

According to a Peking despatch just received here, we learn that Prince Shun and Dukes Chi and Shen have already left for Hsjanfu from Peking. They are proceeding there in order to accompany the Court back to Peking.

SPECIAL WIRES TO THE SHANGHAI MERCURY."

FRANCE IN FINANCIAL DIFFICULTIES.

RECORD DEFICIT FEARED, CHINESE INDEMNITY ONLY HOPE.

The Paris Gaulois says that, owing to the unsatisfactory revenue and imprecedented expenditure, this year will show a record budget deficit in France unless the Chinese indemnity is collected in time to save the situation,

· CZAR THANKS KAISER. PRAISES WALDERSEE.

The Czar has telegraphed the Kaiser his hearty thanks for the services rendered by Germany in settling the troubles in China, He says that Field Marshal Waldersee had carried out a difficult and thankless task with

great dignity and skill. H.M. the Kaiser says that he has received acknowledgements and congratulations upon the same subject from many sources.

THE NATIVE PRESS.

(Translated by Shanghai papers)

SHANGHAI, May 31st. THE CURE FOR MISSIONARY TROUBLES.

The Sin Wan Pao tells us that Li Hungchang in a recent interview with Rev. T. Richard, made the unreasonable request that Mr. Richard should help him to devise regulations whereby missionary troubles will be for ever prevented. The writer points out that no matter what regulations may be framed. nothing will prevent the recurrence of these troubles unless the people are put through a prolonged education. There are, indeed, three classes of Chinese who make trouble. The ignorant people who see hospitals and orphanages established everywhere, doubt that the foreigners really do it out of pure charity and hence the ugly rumours which spread quickly and end in riots. Then they see the Christians do not pay temple dues of various sorts, which arouses their wrath. Next we have the scholars, buried in the mere letter of the classics, proud of being Confucianists and yet not knowing the real meaning of Confucius' doctrines. How much less can they know the essence of Protestantism or Catholicism?' These men are ready to lead on the masses. And lastly we have the loafers, gamblers, we be genus omne, ready to join in with a view to sharing the approved if they still remain untaught, we have all the materials for an unending quarrel with the churches. Let schools be widely established and bye and by we may hope an entente cordial may be created. between converts and non-converts. Then and not till then will the hopes of Li Hungchang be realized.

A POPULAR PLAY IN YOKOHAMA Some time ago the Western world held-up

its hands in holy horror upon hearing that the Allies were diverting the tedium of their stay in Peking by pantomimes based on real life. Now the Japanese are playing in Yokohama to crowded houses. The play represents the siege, the rescue, the flight, etc. The actors use the English language. The admission is one dollar and the proceeds go for charitable purposes. The correspondent adds that the whole exhibition is extremely insulting to China, but he does not know if the Chinese who see this will be aroused to shame or not. We think not.

PEKING NEWS.

DEPARTURE OF AMERICAN TROOPS.

This morning the Infantry of the American Contingent entrained, for the coast on route to the Philippines. A very large number of officers, chiefly British and Japanese, assembled to wish their comrades good-bye. The Germans were conspicuous by their absence. On the signal being given to start a splendid Japanese band struck up "Auld Lang Syne." A British band also played, and to complete the jubilation the American Band joined in. With three bands simultaneously playing different tunes and the soldiers answering with deafening cheers, the hir was rent with tumultuous noises as the train moved off. General Chaffee, Staff, and the Officers of the Contingent followed by the 10,20 train. The Field Marshal, nearly all the Generals and Officers of the British Force, several Japanese, and a representative of one or two other forces, all turned out to honour the departing General, A strong British Guard lined the platform. General Chaffee was agree! ably surprised at this unexpected mark of esteem, and remarked how pleased he was to see such a splendid send off given to his men in the morning. Mr. and Mrs. Squires, Mr. Cheshire, Mr. and Mrs. Williams of the American Legations, Sir Robert Hart, and a few other civilians feel much regret that the call of duty deprives | joined in the farewells. The presence of the us of their good company. The campaign has ladies was a distinct feature and graced the done much to foster mutual respect and good otherwise military scene. The spontaneous genuineness of the hearty cheers indexed the popularity of the U. S. Contingent. The presence of the American troops in Peking marked. a new beginning in American politics and also, let us hope, a new era in the history of the Anglo-Saxons.

EVACUATION ?

Everyone is now on the tiptoe of expectation. If only the Chinese were wise they would see Peking evacuated. The Russians went away early. They had their own axe to grind. The

THE JAPANESE CABINET DIFFICULTIES.

* A conference of the elder statesmen was held at the residence of Marquis Saigo on Saturday, and Marquises Saigo and Yamagata. Counts Inouve and Matsugata were present, says the Kobe Herald of the 27th ult. Marquis Yamagata and Count Matsugata-were received in audience by His Majesty the Emperor. It is believed in some quarters that the Marquis and the Count have together decided to undertake the formation of the new Cabinet, but it is also stated that they recommend Marquis Ito to resume the premiership.

The Mainicht supposes that no decision was arrived at by the conference of the elder statesmen and the two statesmen-who were received irraudience by His Majesty only laid the result of the meeting before him. The paper states that neither Marquis Yamagata nor Count Matsugata will undertake the formation of a new Cabinet and it is possible that the issue of affairs may be the resumption of the premiership by Marquis Ito.

Marquis Saionji, Premier ad interim, who was in Oiso, was suddenly recalled to Tokio, and was received in audience by His Majesty yesterday morning. It is understood that he will again proceed to Oiso, as Marquis Ito's views on various affairs are sought for by others among the elder statesmen.

THE "KAIRIKU HOKEN KAISHA."

It is understood, says the Japan Daily Mail of the 26th ult, that His Britannic Majesty's Government has instructed the British Representative in Tokyo to take steps for the protection of British interests in connexion with the failure of the Kairiku Justicance Company of Osaka, and that Sir Claude MacDonald has placed the matter in the hands of the Crown Advocate, Mr. Litchfield, and his partner, Mr. Sawada. The Japanese press refers with applause to the promptitude shown by the British Government in this matter. It appears from statements made by Mr. Vano, Chief of the Insurance Bureau in the Department of Agriculture and Commerce, that the Authorities have for some time been directing special attention to the affairs of this company, and that Mr. Yano's recent visit to Osaka was for that

CLOISONNE ENAMEL.

The latest departure made by Japanese enamellers is to imitate the Chinese work of the Ming, Kang-beri and Chien-lung cras, 11 has been often said that a successful effort of that kind was beyond the strength of the Japanese, and some critics have detected faults of flimsiness, and garishness in their best modern pieces, as compared with the solid, resiful style and harmonious richness of 'old Chinese specimens. But no such comparison is possible in the face of recently | bull-an-hour elapsed after the Malays comproduced examples. Not only has every feature of the old Chinese enamel been reproduced, but even the blemishes which seem to have been an inevitable result of the Chinese processes, and which have come to be regarded by many connoisseurs as essential marks of genuiness, are visible in the Japanese imitations. . Of course there cannot be the least doubt in the mind of any competent judge that modern Japanese enamellers are technically far ahead of the best Chinese exparts; so far, indeed, that no comparison whatever is possible. But the Chinese style has charms of its own, and as an article of decomitive furniture we are not, sure that a fine Ming or Kang-hsi enamel will not prove more permanently satisfactory than the delicately hued and, highly artistic products of the modern Japanese worker. However that may be, and it is evidently | Malays take the six boxes belonging to the a matter of taste, the interesting point is that | crew, from the cabin, and take them away. He the Japanese have now showed themselves | never moved till about midnight on the 23rd incapable of meeting and beating the Chinese on I stant and then he crept on deck to find that it ground which the latter were supposed to monopolise. It will be understood, of course, that we are not here speaking of modern Chinese bronzes. These belong to a totally different category, and have never been worthy of Japanese competition. But the old enamels with their profound and harmonious colours and their simplicity of decorative motive are objects of undoubted beauty, and it is very interesting to know that they can be reproduced without difficulty.- Japan Daily Mail.

COREAN NEWS.

(From Japanese Papers.)

SEOUL, May 25th. The Corean Emperor still hesitates to cancel the French loan contract and the affair is almost at a standstill. It is not likely to be committed still plainly visible. finally determined soon.

It is reported that a contract for the coinage. of several hundred dollars' worth of nickel coins has been entered into by an American and the clean cuts. The victim is not in a dangerous Corean Government.

M. Pichon, former French Minister to Peking, accompanied by the French Minister to South West of Singapore and is in Dutch Seaul, was received in audience by the Corean Emperor yesterday. M. Pichon sailed for Europe to-day, - Mainichi.

SEOUL, May 26th. The American Minister to Seoul has ad dressed an official note to the Corean Government protesting against the Customs revenues being offered as security for the French loan The protest is based on the fact that when the contract for the construction of water works it Seoul was entered into between America and Corea in 1898 it was agreed that a loan would be floated in America on the security of the Customs revenues. The American Minister demands to know why the Customs revenues, which were already offered to America as security, was subsequently offered to another country. - Mainichi.

SEOUL, May 26th. The American Minister to Seoul has address ed an official 'note to the Corean Government demanding explanations of the proposal to offer the Customs revenues in security of the French loan, while the said revenues had formerly been offered to an American syndicate which contracted to build the water works for the Corean Government in Seoul.-Asahi.

MADRAS SHIPPING CHARGES.

does not state whether the Harbour Trust Board are going to adopt this financial policy, but it is apparently sound. It would have the effect of lessening the ever-pressing necessity for raising money, and thus might bring about a general reduction in the harbour charges.

PIRACY AND MURDER NEAR SINGAPORE.

FIVE MEN TURDERED ON A JUNK.

For the first time in fifteen years a really bloody act of wanton piracy and murder has occurred practically within the waters of Singapore says the Straits Times of the 28th ult. The crime occurred on a Chinese junk that left this port for Siak on Wednesday last, the 22nd ult., with a general cargo and a crew of six Chinese. 'It appears that when off Karimon Island the junk was becalmed, and anchored in full view of a Malay village or kampong, from which four Malays presently put off in a kolch and asking for some tobacco, they boarded the tongkang. Then, so far as can be learned the ruffians suddenly drew their krisses and attacked the unfortunate Chinamen, cutting them down right and left. They then ransacked the vessel and, after cutting her anchor rope, made off with all they could lay their hands on.

Information of the horrible crime was first brought to Singapore by the master of the s.s. Glanggi, who reported at the Master Attendant's office at 9 o'clock on Saturday night that he had towed a tongkang from Sultan Shoal to Singapore harbour with only one man in it out of a crew of six. The other five, the master alleged, had been killed and thrown

The police were informed and Inspector Branagan, of the Marine Police, boarded a Chinese tongkang No. 300 lying off Beach Road. There he found a Hokien named Ng Chin Sing. the only survivor out of the crew of six who sailed from Singapore for Siak on the 22nd inst. with a general cargo. On inquiry, Insp. Branagan gathered the following horrible account of murder and piracy :--

DETAILS OF THE CRIME.

.The tongkang left Singapore Harbour about 5 p.m. on the 22nd for Siak and all went well until about 2 p.m. on the 23rd ult., when Karimon Island was sighted. The tide was setting in at the time and the wind fell. As, they were dritting towards the Island they cast anchor about one mile from shore and in full view of a Malay kampong. About two hours after they had anchored, a Malay koleh containing four Malays came alongside the tongkang and one of the Malays in the kolch asked the chincheso or supercargo of the tangkang for some tobacco. This was given and a conversation was entered into between the Malays and the chimelese, the taikeng and two other Chinese sailors who sat aft close to the stern. The Malays then tied their kolch to the longkang and climbed on board, apparently with the most friendly intentions, and sat down with the

four Chinese astern. At this time, the survivor, and another Chinese sailor were sitting near the bow. About ling on board, when the two men forward heard shouts and simultaneously a Malay jumped down to where they were sitting, drew a long kris from his waist, and made a slash at Ng Chin Sing's head. He dodged, but not before he received an ugly cut which laid open his right cheek. Then the Malay made a lunge at him, cutting through the waist belt and inflicting a gaping wound on the right side. He fell and crept into the cabin and then dropped down amongst the cargo and concealed himself amongst some bags in the bows where it was quite dark. He knows nothing of what became of the others, but from where he was cut down to where he lay concealed is one long trail of blood, the larger quantity being where the unfortunate man lay. From where he was, he saw the was besineared with the blood of his companions of whom he alone was left to tell the tale. He found that the cabins had been ransacked, and all the boxes which were locked, the contents of which he was ignorant, were missing. The Malays had vanished and he was not in sight of land. The Malays had cut the anchor rope as a finishing touch to their fiendish work The tongkung drifted on to near Sultan Shoal. where no doubt it would have been smashed on the tocks were it not that the unfortunate survivor, weak though he was from loss of blood, rigged a small anchor which he found on board and succeeded in mooring the tongkang. In this pitiable condition he was picked. up later on by the nacodah of the small coasthis power for the injured man and towed the fongkaing to Singap re where it now lies, with the evidence of the awful crime that has been

inflicted by a razor-edged instrument and are condition and is expected to recover.

The Karimon route lies about 56 miles territory. Three or four piracies have been committed this year in the neighbourhood of the Singapore harbour, but they were on a small scale and were not attended with such great loss of life as this one, which claimed five victims. This is undoubtedly the worst case that has occurred in Singapore for the last ten years. This during case of piracy has probably been committed by the same gang who committed the previous smaller ones, but who have now grown bolder.

HEALTH OF BOMBAY.

The mortality returns for Bombay City show a slight increase on the figures for the previous week, says the Bombay Gazette of the 18th ult. The total number of deaths was 1,233 giving a death rate of 81 or per 1,000, as compared with an average of 53'15. An analysis of the table shows that this disparity arises chiefly through an increase—of—deaths classed "general diseases," "nervous system" and diseases of the lungs. How many plague deaths are entered as arising from other causes is difficult to estimate, but it is certain there is much defect in the system of registration. Plague continues very fatal, the deaths totalling at 289. We are now experiencing severe heat, and in other years this has caused the pestilence to subside; but this season the sub-Madras is not a favourite port for shippers; sidence is much slower. What this is due tosays a recent Bombay Gazette, principally on would be hazardous to say, for plague is a the ground that the port charges are heavy disease unrestrained by time, season or and in excess of other and more important circumstance. We know that the system Indian ports. According to the annual report of combating plague this year has been very of the Madras Chamber of Commorce attempts inferior to that adopted in previous epideare being made to reduce these charges mics, and last year splendid work was done in the hope of attracting more tonnage. The in regard to inoculating the people. Unharbour dues on coal have been reduced, fortunately, the benefit of this protective m twelve to four annas per ton, and the vaccine has not commended itself to Native desciency is to be made up by revising the leaders of opinion; and we strongly believe that scheule of rates on other goods. The Madras, if the campaign of inoculation had been con-Chamber of Commerce suggested that the tinued up to now there would have been many interest in the harbour loan should be reduced less victims to mourn. Fever is very virulent from the to 31 per cent. and the annual repay. this year, the deaths numbering 222, Dongri ment from one lakh to half a lakh. The report | recording 32 and Byculla 30.

A CURIOUS CASE.

ASSAULTING PLAGUE OFFICIALS

The case, in which several respectable Marwaris stood charged with assaulting and obstructing plague officials under Dr. Hossack under circumstances already stated, concluded to-day, says the Bombay Gozette of the 18th ult. The Government Prosecutor informed the Police Magistrate that he had been instructed not to offer any further evidence against the accused, whom the magistrate reluctantly discharged and then only after repeated requests from the Government Prosecutor that the case might be withdrawn. The case was a clear one and the object of the Government of Bengal in refusing to prosecute is not understood.

QUEEN OF PORTUGAL RESOLVED TO BECOME A NUN.

CHICAGO, April 14th: According to a special cablegram to the

Chronicle from Lisbon :- " "The startling announcement is made in court circles here to-day that Queen Marie Amalie, wife of Don Carlos, King of Portugal, has resolved to become a nun. This is a direct result of the protracted quarrel between the royal couple over the King's attitude toward

the religious orders of the country. "The agitation against the clergy in Spain spread in Portugal where trouble between the liberals and the clerical element had been brewing for a long time. Queen' Amalie is a the Liberals, and during the recent disturbances the openly espoused their cause against the

"Violent scenes between husband and wife in the Lisbon Palace followed, in which, it is said, the Queen threatened to leave Portugal, "There are other grievances against the King, which have steeled Queen Amalie's heart. The King has proved unfaithful to his marriage vows, which recently led to a public

HOW CHINESE NEWSPAPERS DO THEIR WORK.

China, like India and Japan, has a large number of daily and weekly newspapers which in the main are of the modern type, yet which present interesting variations from occidental journalism. Mr. Frederick W. Eddy, formerly city editor of the New York Times, but now in Shanghai, gives the following account of newspaper life in that city (New York Times, March 24):

"In Shanghai there are six daily native papers and one weekly. The local depart ments to be covered engage four reporters for the native city, one for the Mixed Court, and one each for the French, English, and American settlements. In the native city, one man looks after the movements of the. Taotai and news of his yamen, one after the yamens of inferior officials, and 'two watch for police and general news. Every man is expected to become proficient in speed and in condensation. He should learn how to write characters that express much in little, for the paper is not elastic, and the local field cannot have more than 3,000 characters out of the 8,000 that compose the reading matter of the paper. Advertisements fill about three-fourths of each edition. A man is considered fast and competent who can write a striking and graphic story in too characters or less at the rate of five characters per minute. It is hard to conceive a piece of news worth more space, according to accepted local notions. If a man is deficient in terse expression, the talented readers who handle his cony are expected to boil him down. cluding the managing editor, there are eight readers, who must look 'after proofs, and each of whom is charged with the proper adjustment and placing of all the reading matter that comes to him as copy. This fixes responsibility beyond question for every line in the paper. These eight men oversee correspondence and general news as well as the local field. . . "A Chinese compositor cannot stand at

his case and, remaining in erect posture, pick up type as in a foreign office. His needs both arms and legs, a good stooping back, and, if the editor's vocabulary is especially rich, a stepladder. There must be a pocket for every character, and as ordinary newspaper uses require about 4,000 characters one compositor needs almost enough room to live in. It is a mark of distinction to employ unusual characters. Every paper likes to appear learned. There are editors who seem to employ their leisure in devising combinations which, while original and distinctive, shall yet he self-explanatory. As no merchant could anticipate ing steamer Glanggi, who did all that lay in or supply such demands, every office contains its own foundry. Two men attend to this. One of them keeps busy making steel dies and the other melts and stamps out the typed The compositors make new pockets for The unfortunate Chinaman has been sent to all creations. It behooves them to burnish hospital. The wounds have apparently been, their memories frequently, or they may be hours in setting up a single article, which would never do. As the types are of soft lead and easily worn, one man has his hands full in sharpening the lines by picking out the ink that they gather or in filing down the inequalities that are always appearing. When a type becomes worthless it is thrown into the pot, to be melted over for a fresh stamp."

As for the reporters, they get but from eighteen to twenty Mexican dollars per month, says Mr. Eddy, from which the numerous fines of a Chinese newspaper, office have to be subtracted. It is a waste of money for a Chinese reporter to hire lodgings. Having no possessions worth mentioning but the clothes on his back, he sleeps and eats when and where he finds it convenient, while a weekly visit to the barber's shop satisfies all the requirements of his toilet .- Literary Digest.

CALENDAR.

JUNE. Meteorological means based on fifteen years' observations to 1898. Humidity83.0 TO-DAY. WEATHER REPORT. On date at On date at-Barometer..... 29.77 Temperature 76 Rainfall............... 0.08 TO-DAY.

Wednesday, 5th June, 1901. Chinese-19th of 4th moon of 27th year of. Kwang-su. Sun-Rises 5hr. 16min. High water-Morning ghr. 50min. Afternoon ohr. 24min. Low water-Morning 3hr, 30min. Afternoon 5hr. 28min. on shore.

ANNIVERSARIES.

597—Baptism of Ethelbert by Augustine. 1861-Attack on the British Embassy at Tokio. 1875-Departure of the first O. & O. stenmer from Hongkong for San Francisco. 1891-Anti-foreign riot at Wusuch; Messrs. Argent and Green murdered.

1897-Anglo-Chinese' Agreement signed at 1898—400 houses destroyed by fire at Kirim. 1899—H of C pass bill for £30,000 to Lord Kitchener.

1899-Viceroy Liu receives edict to oppose European landing on his coast. 1900—Capture of Pretoria officially reported by Earl Roberts.

TO-MORROW. Thursday, 6th June, 1901.

Chinese-20th of 4th moon of 27th year o Kwang-sü. Sun-Rises 5hr. 10min. Seis 6hr. somin. High water-Morning ohr. 24min. Afternoon Iohr. 27min.

Low water-Morning 4hr. 2min. Afternoon 6hr. omin. ANNIVERSARIES. 1857-Indian Mutiny broke out at Allahabad and many other stations,

1864-Heavy rains in Hongkong, damage Meade \$500,000 and many lives lost. 1867-Attempted assassination of the Czar. 1884-Amended French treaty with Annam

1890-Stranding of the s.s. Taisang on Sugardevout Catholic, while Don Carlos sides with 1899-Admiral Dewey' sails for America on Universe

AGENDA.

TO-DAY. Cargo ex Strassburg subject to rent.

TO-MORROW. Cargo ex Nippon Maru subject to rent. Daylight-The O. S. K. Co.'s steamer Anping Maru leaves for Coast Ports. Cargo ex Cheiydra subject to zent.

FRIDAY, 7th. Daylight-N. Y. K. steamer Tosa Maru leaves for Yokohama, (direct.) (About)-P. & O. Co.'s steamer Chusan leaves

for Shanghai. 5 p.m.-G. M. Co.'s steamer Perla leaves for

SATURDAY, Suh. Noon-P. & O. Co.'s steamer Coromandel with mails etc. leaves for Europe. Noon-I. C. S. N. steamer Yuensang leaves for Manila.

3 p.m.—I. C. S.N. steamer Chelydra leaves for SUNDAY, 9th.

Daylight-O. S. K. Co.'s steamer Daijin Marie leaves for Coast Ports. Cargo ex Java subject to rent.

MONDAY, 10th. p.m.-N. Y. K. steamer Kaga Maru leaves for Victoria B.C. and Seattle U.S.A. · via Shanghai, etc. Cargo ex Chingwo subject to rent.

TUESDAY, 11th. 5.30 p.m.-Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.

Noon-T. K. K. steamer Nippon Maru leaves for San Francisco via Shanghai, etc. Cargo ex Kanagawa Maru subject to rent.

WEDNESDAY, 12th. Daylight-The O. S. K. Co.'s steamer Anping

Maru leaves for Anning, via Swatow and Amoy. THURSDAY, 13th.

Noon-N. D. L. steamer Hamburg with mails etc., leaves, for Southampton. SATURDAY, 15th.

L. S. N. Co.'s steamer India leaves for Fiume and Trieste.

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information :---

May 29th. Captain W. Blake, from home leave, resumes command of the Kwangping. Captain Jenkins, has been appointed in command of the s.s. Chum Shan,

Mr. J. D. Jenkins has been appointed chief officer of the s.s. Chwn Shan. Mr. W. Merry, second engineer of the s.s. Chwn Shan, has resigned

Mr. W. Anderson, 3rd engineer of the s.s. Chun Shan has been promoted to 2nd engineer, vice Mr. Merry, resigned. June 3rd.

Mr. J. McGinty, Chief Officer of the Esmeralda has been promoted to Captain of that Mr. P. G. Ashton, Second Officer of the Perla has been promoted to Chief Officer

Mr. P. Skillan, Third Officer of the Perla, has been promoted to Second Officer. Mr. G. A. G. Morse has been appointed Third Officer of the Perla.

Mr. E. B. Hankey, Chief Engineer, s.s. Woosung, has been transferred to s.s. Chefoo. Mr. McGavin, Chief Engineer, s.s. Chefoo, has been transferred to s.s Woosung.

Mr. T. A. Kyle, chief officer, Hoihow, i transferred to the Tungchow. Mr. J. Harris, and officer, Pekin, is transferred to the Newchwang, Mr. P. Callen, and officer, Newchwang, is

on leave.

Captain W. McClure, late Pechilli, is transferred to the Lienshing. Mr. J. R. Hynes has gone 3rd officer, Taisang. Mr. F. Davis, supernumerary 2nd officer, Wesang, has gone and officer, Kingsing. Mr. H. Good, chief engineer, Elderado, is transferred to the Esang.

Mr. A. Spiers, acting chief engineer, Esang, is awaing orders. Mr. D. E. McIntyre, 2nd engineer, Wuchang, is transferred acting chief engineer, Hangchow. Mr. J. W. Williams, acting chief engineer,

Hangchow, is on leave. Mr. W. Thomson, and officer, Kalgan, has gone chief officer, Hollow. Mr. E. L. Jones, 2nd officer, Pekin, is transferred to the Kalgan.

" Captain W. J. Miller, Pacting, is on leave. Captain P. Garriock, from leave, has gone in command of the Pasting. Mr. Shane has gone and officer, Suechuert. Mr. J. Lennóx, and officer, Pekin, is transferred to the Kweilln.

SHIPPING AND MAIL NEWS.

MAILS DUE

English (Chusan) to-morrow. American (Perus) 9th instant. German (Kiautschou) 11th instant. Canadian (Empress of India) 1tth instant American (Coptic) 18th instant.

The D. S. S. & Co.'s steamer Lightning from Calcutta left Singapore for this port yesterday

The Silk ex the Canadian Pacific Railway Co.'s steamer Tartar arrived at New York on the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. U.S.S. Bennington ... at Hester St. Enoch Prometheus Iris..... 11 Burnside, Athenian Colonies , Cosmopolitan Airlie

PASSED THE CANAL

Simongan

Outward-14th May-Benlawers, Glaucus, Malaya, Hudson, Sydney, Sambia. 17th May -Flintshire, Alcinous, Rhein, Crusader, Devonshire, Imagene. 24th May-Ixion. Hyson, Sado Maru, Min, Ranshan, Shirley. 28th May-Silesia, (German) Agamemnon, Pioncer. 31st May-Benalder.

Homeward-17th May-Idomeneus, Marburg, Tantalus, Silesia, Prinzess Irene. 31st May-Yarra, Trieste, Ajax.

Arrivals at Home-18th May-Feibur, Konig Albert, Stentor. 24th May-R. Morrow, 28th May-Oceanien, Sanuki Maru, Idomeneue, Sibiria, Puritan. 31st May-Princess Irens. Annani, Tantalus, Malaya.

DR. HANS JERG KIER, Norwegian str., 1,200 H. Larsen, 4th June,-Newchwang 28th May, General.—E. A. Trading Co. MACHEW, German steamer, 995, G. Wendig,

4th June,-Bangkok 29th May, Teakwood and Rice.—Melchers & Co. DAYBREAK, British steamer, 700, A. H. Best,

4th June, -Shanghai 1st June, General.-TAISHAN, British steamer, 1,121, E. Stovell, 5th June, - Saigon 31st May, General -Bradley & Co.

WING SANG, British steamer, 1,517, T.-H Sellar, 5th June, -Shanghai 21st May, and Swatow 4th June, General.-Jardine, : Matheson & Co. SYDNEY, French steamer, 2,076, Aubert, 5th

June,-Marseilles and Saigon 1st June, Mails and General.-Messageries Mari-HAITAN, British steamer, 1,183, J. S. Roach, 5th June, -- Foochow via Amoy and Swatow

4th June, General .- Douglas, Lapraik & ULA, British transport, 2,496, T. A. Collins, 5th June, - Calcutta 23rd May.

Hongkong, French steamer, 862, Pannier, 5th June,-Haiphong and Holhow 4th June, General.—A. R. Marty.

FRANCOIS ARAGO, French Cable steamer, 1,805, Mascart, 5th June,-from Laying Cable E. of Hongkong, Cable.-Arnhold Karberg & Co.

Clearances at the Harbour Office. Rajaburi, German str., for Swatow.

Daybreak, British str., for Canton. La Rhone, French str., for Canton. Natura, German str., for Bangkok, Airlie, British str., for Moji. Kongnam, British str., for Canton.

Anping Maru, Japanese str., for Swatow. Departures.

, for Canton. Passengers-Arrived.

Departed. Per Kanagawa Mara; for Japan-Mr. F. Sandermore, Dr. Takayami, Lieut S. Yamada, Dr. Katsura, Mrs. Harrison and child, Lieut.

Assano, Kaitami, J. L. dos Remedios. Yamakami, Mrs. W. Koidzumi, Mr. Taniuchi and Mrs H. Yamamoto.

Per Empress of China, from Hongkong for Shanghai-Miss H. L. Bruce, Lieut. P. M. R. Royds, Misses S. Mackie, H. Webster, Col. and Mrs., Mr. and Mrs. J. M. Forbes, Messrs. Lau Wang Ping, J. McWilliams, T. W. Brooks, H. Locksmith, W. K. Browne, N. G. Annssen, R. J. Ligtle, R. D. Robnell, E. W. Clark, H. L. Blum, and W. A. Cabn. For Nagasaki-Messrs. D. Haskell, Ernest Haskell, N. P. Akers; Mr. and Mrs. Alake and child, Mesdames Omura, Omini, Yuki, Otoya, and Meigano. For Kobe-Mr. H. Hancock. For Yokohama-Mr. G. C. Harrison, Lieut.-Comdr. Jno.-E. Röller, Mr. W. Water, R. Baillis, Mr. and Misses (2) Lysaught, Mr. G. H. Darn, Mrs. A. H. Rennie, Mrs. J. J. C. Watson, Messrs. G. R. Brutton, E. H. Sharp, Mrs. Rures, Messrs. P. A. Campbell, D. R. Law, P. G. Blackman, Major and Mrs. H. C. Fisher, and J. J. Horan, Jas. A. Pertell. For Chicago-Mr. and Mrs. F. Benson. For Boston-Col. and Mrs. E. Rice. For New York-Mr. A. Blachstein. For San Francisco-Messrs, L.S. Warner, T. M. Campbell, H. C. Oates, C. G. Yazell, H. G. Menkemeyer, Edwards O. Tripp, O. van Arsdate, W. R. Stringfellow, J. C. Drickhammer, O. W. Moseley, J. F. Patterson, H. H. Hassard, J. W. Morse, C. L. Carter, Mrs. Tate, and Miss G. Cutler, For Seattle :- Messrs. Malchewica, and Robt. E. Wilson. For Tronto-Mr. C. Hing, For Washington-Messrs, Geo. Hudson, and S. Bujan. For Portland-Capt. and Mrs. F. W. Hanisan and infant, nurse and servant. For Vancouver-Lieut, R. Waldo. For London-Mr. and Mrs. H. L. H. Percy, Comte d'Oultrement and valet, Mr. and Mrs, D. R. Crawford, Miss Roy, Dr. McDougall, Mr. and Mrs. G. A. Buckland, Mr. A. H. Begg, Major W. W. Griffin, and Mr. W. S. Fyfe. From Shanghai for London-Misses H. and M. L. Darby, (2). From Yokohama for Toronto-Capt. K. B. Cameron: For New York-Hon. 1. J. Keswick, Major F. V. Jeffreys. For Lonalon-Mr. and Mrs. W. M. Bird, Mr. J. Ettershank, Miss Ettershank, Mr. H. Calder, N. J. Howes, J. L. Wright, and P. Bayldon. For Hamburg-Mr. A. G. S. Seigert. For San Francisco-Mr. Lloyd M. Robbins.

SHIPPING REPORTS.

Capt. A. H. Best, of the steamship Daybreak, from Shanghai, reports :-- Moderate N.E. winds and overcast weather.

Capt. E. Stovell, of the steamship Taiskan, from Saigon, reports :- Fine weather to within 100 miles of port, thence strong E. breeze.

Captain J. S. Roach, of the steamship Haitan, from Swatow, Amoy and Foochow, reports :-Weather fine and clear to changeable with rain, winds various.

Capt. T. Sellar, of the steamship Wing Sang, from Shanghai and Swatow, reports :- Shanghai to Swatow light wind and fine weather, Swatow to Hongkong strong N.E. winds and sea:

. Capt. G. Wendig, of the steamship Machew. from Bangkok, reports:-First very fine weather and light S. with fresh S.W. wind to Cape Varella, thence light W. wind with rain squalls, last two days strong N.E. winds with thick rain and high sea.

STEAMERS EXPECTED.

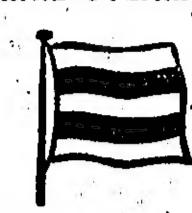
. Ivanies.	Fram	Due,
Chusan	Singapore	To-morrow
Peru C. Ferd. Laeisz Kiautschou	Singapore	lune 10th
Lightning Kagoshima Maru	Singapore Bombay	June 11th
Empress of India Coptic	Vancouver	June' 17th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

Destination.

PROJECTED SAILINGS.

Vancuum Dritish at for Contact	454		
Kongnam, British str., for Canton,			A 17
Kanagawa Maru, Japanese str., for Kobe.	Airlie	Sydney, &c	T
Auping Maru, Japanese str., for Swatow.	Amanian Manu	San Francisco Co.	june 27ti
	America Maru	San Francisco, &c.	july 4th
Departures.	Aubing marn	Foochow	June 6th
June's, Empress of China, British steamer, for	Arara	New York	Aug. 1st
		Straits, &c.	July 25th
Vancouver.	Belgian King	San Diego, &c	lune 20th
June 5, Pelayo, British str., for Penang.	Braemar	Victoria, B.C.	fune 7th
June 5, Woosung, British str., for Canton.	Changsha	Port Darwin, &c	Tune roti
June 5, Loongnioon, German str., for Canton.	Chelydra	Singapore, &c	Tuna Seb
June 5, Ligard, British gunboat, for cruise.	China	San Francisco Ass	Aug Sit
June 5, Sydney, French str., for Shanghai, &c.	Chusan	San Francisco, &c.	rang. our
June 5, Sungkiung, British str., for Manila.	City of Dalaine	Shanghai	line tru
June 5, Kweiyang, British str., for Wei-hai-wei.	City of Peking	san Francisco, &c.	July 13th
June 5, Carthage, British str., for Singapore.	Copric	San Francisco, &c.	June 27t]
June 5, Daybreak, British str., for Canton.	Coromandel	Europe, &c	June 8th
	Daijin Maru	Tamsui	fune oth
June 5, Dr. Hans Jerg Kier, Norwegian str.,	Dardanus	London	fune rath
for Canton.	Doric	San Francisco, &c.	Aug. TEH
	Duke of Fife	Victoria, H.C.	Tune akit
Passengers-Arrived.	Ernn. China	Vancouver, &c	fune cth
Per Taishan, from Saigon-264 Chinese.	Emp India	2 total each	fune 5th
Per Machew, from Bangkok-97 Chinese.	Emp Innan	13	June 2011
Per Daybreak, from Shanghai—3 Chinese.	Co-Un		July 17th
	Claus stable	San Francisco, &c.	July 23rd
Per Ula, from Calcutta—2 European Soldiers.	i trienanney	CREW YORK	I II DA GOLD
Per Wing Sang, from Shanghai, &c.—Mr.	Glengarry	London	June 28th
and Miss Hunter, Mr. La Bow, Mr. and Mrs.	Haitan	London	June 7th
A. P. Lea, and 40 Chinese.	I Fininburg	Straits, &c.	fune 13th
Per Haitan, from Coast Ports-Messrs. P. O.	Heathburn	New York	Tuly rath
Britten, G. L. Norty, Mrs. F. Voss, Messrs.	Fillglen	New York	lune Tath
Low Siong and servant, Noa Nam Heang, and	Hitachi Maru	Marseilles, &c	Tune 28th
148 Chinese.	Hongkong Maru	San Francisco, &c.	fuly 30th
Per Sydney, for Hongkong from Marseilles-	India	Singapore, &c	lune reth
Messrs. S. Gaiser, R. P. Pradel and Anguin.	Indrani	New York	lune acth
From Djibouti - Mr. and Mrs. Ah Kat, Messrs .	Indravelli	Portland, &c	Trima - Bil
Guan Thun, Leong Yen and Sang Dun. From	[apan	London	June soil
Colombo-Mr. P. de Zilva. From Singapore-	Kuna Maru	Victoria, B.C.	June 29th
Mr. Renard and Dr. Kiemvenhuit. From Sai-	Vacachima Mary	Mail Pin	June toth
gon-Messrs. H.M.S. Man, Kho Ba Nhu and I	Vanagama Mari	Moji &c	june 18th
boy, and 73 Chinese. For Shanghai from	Kanagawa Maru.	Kobe & Yokohama	Inne oth
Marseilles-Miss Lavel, Messrs: S. Taming,	"Kiauischou"	Straits, &c.	July, 11th
	Konig Albert	Straits, &c	Aug. 22Ed
Menier, Kouc Tang, Stragier, Vervelghen,	Lowiner Castle	New York	June 30th
Zeects, Remuti, Boutin, G. de Benty, Mr. and	Machaon	London	June 25th
Mrs. Weber, Mr. and Mrs. Haas and servant.	Maidzuru Maru	Swatow, &c	lune 12th
From Port Said-Mr. and Mrs. Harowitz, Mr.	Miike Maru	Bombay, &c	lune 21st
and Mrs. Bieitmann. From Djibouti-Messrs.	Nippon Maru	San Francisco, &c.	fune 11th
C. Dicclemente, D. Dicarpo, G. Giovachino,	Nürnberg	Hayre, &c	fune acth
C. Dieclemente. From Colombo Mrs. Fanny,	l Olympia - Tilliani	Victoria, B.C.	Ittly rath
Mr. Leon. From Singapore-Miss Braunstein,	Perla	Manila	lune 7th
Mr., Mrs. and Miss Greenberg, Mrs. A. Seid-	Preussen	Straits &c.	Oct and
mann, and Mr. D. Tsetos. From Saigon-	Prinz Heinrich	Straits, &c.	Sent voil
Mr. and Mrs. Smith, Mesdames Jacquot, Hor-	Prinzess Irene	Straits &c	Sept. 19th
ren, and 24 Annamese. For Nagasaki from	Prometheus	Straits, &c London	Sept. 5th
Singapore-Mesdames Sakaguchi, Orino, Ota-	Rhineug	Tivernool	uly -9th
ka, Oriki, Odda and infant, and Takahashi.	Posetto Mone	Liverpool	inne toth
For Takau from Marseilles-Messrs, Alliez,	Cashesa Maru	Sydney, &c	uae 28th
	Sacusen	Straits, &c.	June 27th
Perry, Causse, and Chaze. For Yokohama	5300 Maru	Kobe & Yokahamai	Terms avec
from Marseilles—Messrs. Brunnschwig, Gray,	Sampla	Havre. &c.	fuly 25th
B. Louis, B. Alessdro, Perino, Fasano, Gia-	Darina	mavre, &c.	une 6th
chetto, Valer, and Duampo. From Djibouti-	Shanghai	Shanghai &c	Lerina . Dal
Mr. Y. Couadou. From Saigon—Messrs. Lugad,	Shinano Maru	Marseilles. Ac	fried table
de Boyer and Botscherky.	SUCULTA	MARTSCHIES, No.	time veste
Departed.	Stuttgart	Straits, &c	Attor O.L.
Per Kanagawa Mara; for Japan-Mr. F.	Tosa Maru	Yokohama	TAR OIL
Sandermore, Dr. Takayami, Lieut S. Yamada,	Wittenberg	Havre &	
	Yawata Maru		une 12th
Dr. Katsura, Mrs. Harrison and child, Lieut.	Yuensang		une 21st
Buttlesworth, Miss Omayo Kita, Mrs. Francis	a manitone Printed	www.uppieringeneuniell	une 8th



PROJECTED SA	ILINGS FROM	номскойсь	SUBJECT TO	O ALTERA	TION.
STEAMERS."	T I	DESTINATIONS?		SAILING DA	
KANAGAWA MARU		УОКОНАМА		MORROW, 6th Daylight	h June, a
Tosa Maru	······· YOKOHAN	1A (DIRECT)	$\{a_{ij}\}_{i=1}^{n}$	DAY, 7th Noon	June, a
KAGA MARU*	······ { VICTORIA U.S.A., vi	I, B.C. and SE IA SHANGHAI, Ко ЭНАМА	DRE, MOJE	NDAY, toth	June, a
SHINANO MARU J. E. P. Gook	MARSEIL ROW, V	LES, LONDON IA SINGAPORE, Land PORT SAL	PENANG, FRI	Daylight,	
KAGOSHIMA MÄRU, K. Kori	3 111 (7) 11. 440	BE and YOKO	FIAL LIAR B	Noon.	√June, a
SADO MARU	······ { KOBE and	'токонама	· · · · · · · · · · · · · · · · · · ·	DAY, " 21st Daylight.	June, a
YAWATA MARU A. E. Moses	NAGASAK HAMA .	I, KOBE and		Noon.	June, a
MUKE MARU	BOMBAY,	via SINGAPO BO	,	DAY, 21st 'Noon.	June, a
HITACHI MARU G. Anderson	MARSEIL WERP, V	LES, LONDON VIA SINGAPORE, 5 and Port Sai	PENANG, } 'N	DAY, 28th Daylight.	June, a
ROSETTA MARU	SYDNEY	and MELBOUI THURSDAY	ISLAND, FRI	DAY, 28th	June, s
* Through Passe United States, Canad	nuer Tickets and I	Rills of Lading i	ssued for the l	rincipal Cit	ies in th LWAY an
Atlantic Steamers.	irmation as to Fre	eight, Passage,	Sailings, &c., a	1	
Local Branch Onice	Af Littice o' mongrain)	51 100 1 10011 0114	AND WASHINGTON	~ *****	No. of

TOYO KISEN KAISHA.	NORTHERN PACIFIC STEAMSHIP
	COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via) Shanghai, Nagasaki, Tuesday, 11th June,

Kobe, Inland Sen, Yokohama & Honolulu) AMERICA MARU (via Shanghai, Nagasaki,

Thursday, 4th July, Kobe, Inland Sea, - at Noon. Yokohama & Hono-HONGKONG MARU

(via Shanghai, Naga- / saki, Kobe, Inland > Tuesday, 30th July, Sea, Yokohama and Honolulu)

THE Twin Screw Steamship

will be despatched for SAN FRANCISCO, VIA . SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

"NIPPON MARU,"

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-· LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic NATIONAL PARK route. lines of steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, tions and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of ment Services. £4 in addition to the regular tariff rate.

· Passengers holding orders for OVERLAND Freight, apply to CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. . Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco; to Atlantic and Inland Cities! of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports' STRAITS, CEYLON, AUSTRALIA, INDIA in Mexico, Central and South America, by the ADEN, EGYPT, MEDITERRANEAN Company's and connecting Steamers.

P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be THE Steamship marked to address in full; value of same is required.

tined to points beyond San. Francisco in the Majesty's Mails, will be despatched from this for United States should be sent to the Company's BOMBAY, on SATURDAY, the 8th June, Office in Sealed Envelopes, addressed to the at Noon, taking Passengers and Cargo for the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. GEORGE ECKLEY,

Acting Agent.

Hanokano, 18th May . 1901

PIANO CO., LIMITED.

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SYSTEM: TUNING. REPAIRS.

Our Speciality. INSTRUMENTS.

STRINGS. USIC Grand stock, reduced to clear.

Hongkong, 28th May, 1901,

A. S. MIHARA. Manager. Hongkong, 4th June, 1901. PROPOSED SAILINGS FROM HONGKONG. SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR IVICTORIA, B.C., AND TACOMA, at Noon. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Steamers.

3,601 W. Watt June 7 Braemar 3,821 J. S. Cox...... June 28 Duke of Fife ... Olympia 2,837 J. Truebridge July 16 1711E attention of Passengers is directed to

Captains.

Proposed

the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the United STATES and to EUROPE. HONGKONG TO LONDON £52. Excellent accommodation. First-class Table.

DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 42 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE

HONGKONG. TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on applica-

Special rates allowed to members of Govern-For further Information as to Passage or

DÓDWELL & Co., LIMITED, General Agents. Hongkong, 28th May, 1001



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR PORTS, PLYMOUTH AND LONDON. rreight will be received on board until 4 (Through Bills of Lading issued for BATAVIA . PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

"COROMANDEL,' Consular Invoices to accompany Cargo des- Captain F. W. Vibert, R.N.R., carrying His-

above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed vid Bombay with Transhipment. Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and Value of all Packages are required: Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 28th May, 1001

REGULAR STEAMSHIP

TO NEW YORK, VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. "HILLGLEN"#14th June. LOWTHER CASTLE".....30th June. "HEATHBURN"about 17th July. "HUDSON"..... 'LUPITER"..... "SATSUMA".....

* Calling at MANILA. For Freight and further Information, apply

DODWELL & Co., LIMITED, Agents. Hongke ng, 25th May, 1901.

Mails.

PACIFIC MAIL S.S. CO.; OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu

PROPOSED SAILINGS FROM HONGKONG. "PERU"TUESDAY, 18th June, at Noon. "COPTIC"THURSDAY, 27th June, at Noon "CITY OF PEKING"......SATURDAY, 13th July, at Noon. "GAELIC"TUESDAY, 23rd July, at Noon. TUESDAY, 6th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, ma SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-LULU, on TUESHAY, the 18th instant, at Noon, taking Freight for Japan, the United States,

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, unit passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may

be obtained upon application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland | LIVERPOOL (DIRECT)...... RHIPEUS "...... Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4" in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States, have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.-Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark, at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid-full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from tare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold

or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's invoice will be sufficient for cargo or parcel (each shipment) when the value

is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY,

Acting Agent. Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 17th July. EMPRESS OF CHINA ... Conidr. R. Archibald, R.N.R. ... WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND 1 SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 5th June, 1901.

D. E. BROWN, General Agent, Pedder's Street. [3

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK . SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG

1		SUBJECT TO ALTERATION.		
	STEAMERS.	DESTINATIONS.	SAILING DATES	1.00
	Pactow	HAVRE & HAMBURG VIA FOOCHOW. (Calling at SINGAPORE.)	{ 6th June.	Freight and, Passengers
	WITTENBERG	HAVRE, BREMEN and HAMBURG, (Calling at SINGAPORE and COLOMBO).	{ 12th June.	Freight.
	NUERNBERG		25th June.	Freight.

For further Particulars, apply to. HAMBURG-AMERIKA LINIE, Hongkong Office,

(Calling at, SINGAPORE).

HAVRE and HAMBURG.

(Calling at SINGAPORE).

Hongkong, 1st June, 1901.

Mayer

Schmidt

SAMBIA.....

No. 1, Queen's Buildings.

25th July. Freight.

Shipping—Steamers.

CHINA NAVIGATION COMPANY

	FOR	\	VIIIED.	MERS.	T	o Sail.
MANILA			" CHANG	SHA "+"	ioth June	
ተ ርዕለኒፕ	RWIN, THURS	WILLE, BRU	S- 1 11 AVE 4 AVE	SHA "*	ioth June	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to

Hongkong, 1st June, 1901.

BUTTERFIELD & SWIRE,

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

	14.0	*	HOL	MEWARDS.	180	4
	LONDON	FOR		DARDANUS."		SAIL
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	"MACHAON"251	h June.	
,	11			"PROMETHEUS" 91	h July.	4

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co. Hongkong, 4th June, 1901.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED. FOR MANILA.

(Taking Cargo at LONDON RATES).

THE Company's Steamship Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigera-

ting Chamber. A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd June, 1901. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA Agents. Hongkong, 3rd June, 1901. THE OSAKA SHOSEN KAISHA. LIMITED. FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship . "MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 12th June. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 31st May, 1901. CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAL INLAND SEA OF

JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The United States, &c. Belgian King .. | 3,379 about | June 20 THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages -will be received at the OFFICE until the same

time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further Information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Handkane 20th May, 1991

"CLEN" LINE OF STEAMERS. FOR NEW YORK, THE Company's Steamship

'GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901. For Freight or Passage, apply to McGREGOR BROS. & GOW, 4 P.M.

Hongkong, 18th May, 1901. " "GLEN" LINE OF STEAMERS. FOR LONDON.

THE Company's Steamship "GLENGARRY," Captain J. S.: Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to

McGREGOR BROS. & GOW Hongkong, 29th May, 1901. SHEWAN, TOMES & CO.'S' "NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

Captain , will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong, 15th May, 1901,

THE OSAKA SHOSEN KAISHA

FOR FOOCHOW VIA SWATOW AND

THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the

above Port, TO-MORROW, the 6th instant, For Freight or Passage, apply to THE MITSUĮ BUSSAN KAISHA,

Hongkong, 5th June, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "YUENSANG." Captain Rolfe, will be despatched as above on SATURDAY, the 8th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th June, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND

THE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above on SATURDAY, the 8th instant, at 3 P.M. For Freight or Passage, apply to

CALCUTTA.

JARDINE, MATHESON & Co., General Managers. Hongkong, 4th June, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, to South Africa, Madras, Red Sea, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS). THE Company's Steamship Captain Ghezzo, will be despatched as above on SATURDAY, the 15th instant, P.M.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 4th june, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "INDRANI," , will be despatched as above on or about the 25th June.

For Freight, apply to

Hongkong, 16th May, 1901. EASTERN AND AUSTRALIAN STEAM: SHIP COMPANY. LIMITED.

JARDINE, MATHESON & Co.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.) THE Steamship "AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the

A Stewardess and a duly-qualified Surgeon N.B.-Return Tickets, issued by this Company to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th June, 1001

JUST OPENED.

FINE Consigment of FRENCH SERVES of a well known make. Quality will speak for itself.
H. RUTTONJEE

5. D'Aguilar Street and 22 & 23. Elgin Road, Kowbon. Houghoug, 16th April, 1501,

Ohaten, Madame

O'Donnell, P.

Prizis, E.

SUCKING POISON FROM SNAKE-

The S. F. Call reports the following occur

'rence near San Diego on the 30th April :--To the presence of mind of Minnie Erasee, the teacher, of the Merle School, between San Diego and Oceanside, one of her pupils undoubtedly owes his life. The teacher and three or four of her pupils were on their way to the school, the boys barefooted and racing ahead and behind in boy fashion. One o them, about 12 years old and the son of one of the patrons of the school, startled a rattlesnake, and before he could get out of the way the reptile had buried its fangs in his leg just above the ankle.

Miss Frasco knew that something must be done quickly; if the child's life were to saved. After hurrying the other children away for the boy's father with instructions to bring whisky, she seated the child by the side of the road and applied her lips the wound to suck the poison from the She was evidently successful, for the poison did not seem to take immediate effect on the child. When the father arrived the lad was thoroughly dosed with whisky, which counteracted the snake's venom and supple-

mented the work so well done by the teacher. The child was hurried to Oceanside, being completely under the influence of the liquor by the time he reached the doctors's office. The physician declared that the prompt action of the teacher had undoubtedly saved the boy's life. This evening he pronounced the patient out of danger.

IS INDIA DEFENSELESS?

The report of the British parliamentary commission on Indian expenditiure has precipitated considerable discussion in the House of Commons. In view of the ravages of the famine and the fact that a large proportion of the regular army heretofoge stationed in India, and while there maintained at India's expense, is now serving with British colours in South Africa, the commission recommended that the British Government pay part of the cost of maintaining the Indian force, and, addition, liberally increase the famine funds. Commenting on this, The Daily News (London) asks: "Why do we never let Evans, D. A. justice enter into our relations with India? We open our pockets to India when Evans, Mrs. she starves; we enjoy the reflection of our imperial presence in the mirror of her wonderful civilization; we praise her and forget her and are serry for her, as the mood takes us. When are we going to treat her with justice?"

The question of the apportionment of military expenditure between the home Government and India, continues The Daily News, is Foot, Capt. F. "the greatest and gravest of all." We quote

"In order to safeguard the country against Russia and the hill tribes on the one side, and to keep down sedition and religious turbulence on the other, we quarter an army of 76,000 English soldiers on India, and levy another army of 143,000 natives. The cost of this mi stary establishment is about sixteen millions [of pounds] a year . . . Now the question to which the country and Parliament ought to address itself is whether a great part of this army is not quartered in India under false pretenses of the most flagrant kind -quartered there, not for India's sake at all, but purely to suit the convenience of the imperial power. It so happens that this is no speculation depending on a nice balancing of hypotheses. At the present moment the army in India is below its normal complement by some 30,000 men, who are serving under the British colours in South Africa and China, and doing garrison duty at Singapore, Ceylon, the Straits Settlement, and other stations.

"There is no pretense that these thirty thousand men, who up to the time of their embarkation were being paid for by the Indian people, are enaged on anything but purely British service, nor have we seen one shred of evidence to show that the safety or tranquillity of India is in any way affected by their departure, or is likely to be affected by their return. . . . Why, then, in the name of common sense and common justice should these thirty thousand soldiers be quartered on the Indian exchequer when they return to India and cantonments? . . . It is indeed a bitter thought that India, who stands at our gate in silence and submission, scourged with plague, wasted with famine, bleeding under the blows of the rough West that can not comprebend her, should out of her want and misery. he acting as paymaster for our troops."

Even with her large army, India, in the opinion of continental military critics, would be practically defenseless before a powerful invader. A. German, army officer, writing in the St. Petersburger Zeitung, declares that to put India in a proper state of military preparedness would "necessitate the making good the neglect of half a century." This, he fears, is impossible, as at the present time military expenses amount to \$88,000,000, or twenty-five per cent. of the entire budget, and the impoverished country can hardly pay more. The forces of India are "respectable enough on paper," he says, but would not, in reality, amount'to fifty per cent. of the figures published. Of the equipment he says:

"The troops are armed with an antiquated model of the Lee-Metford rifle. There are only nine cavalry regiments, partly armed with the obsolete Martini-Henry carbine. The artillery is the worst off of all arms of the service. The guns of all the field and horse artillery date back to the '80's, they are too heavy and there are not enough of them. India has sent many horses to South Africa, and is now dependent on Australian remounts. The much-advertised mountain-batteries are provided with ancient seven-pounder muzzle. loaders. It has long been an open secret that they are worthless, and, during the late Afridi war, they were wisely left at home. Of heavy artillery there are but four batteries, drawn, by elephants; but three of these have antiquated muzzle loaders and the fourth consists of four howitzers and two ordinary heavy guns, The 'siege park' is

hopolessly obsolete." None of the "so-called Sepoy army," says this writer, can be properly placed in the field, centainly neither the Bengal nor Madras divi-sions. The Punjab and Bombay armies are serviceable, but they have been greatly weakened for the benefit of the China expedition. In conclusion, we are told:

"The condition of the garrisons at Karachi, Crane, R. H. Rangoon, Bombay, Madras, and Calcutta is Clydesdale, Miss scandalous. The defense armed only with Collins, H. M. muzzle-loaders, and these fire black powder. Cruz, M. B. The flooring of the hydraulic guns at Rangoon Delhi, N. M. Khan and Calcutta is so bad that no less an authority Dean Singh, I.P.C. 547 Mirza Sadig than Sir Charles Nairne, late inspector of artil. Duff, A. lery, said they would all be useless after an Delbanco, E. bour's fight. At Bombay and Karachi an at- Edwards, L. (2) Exhe batteries either could not reach the ships Fatmalee (Hombay) of the lity. India; it may be summed up, is at Fosuisane, A. present practically defenceless."-Translation | Ferreira, F. X. P. hade for The Literary Digest;

UNCLAIMED LETTERS AT THE POST OFFICE

Letters for the following persons lie unclaimed at the Post Office:-Laglaize, L. Auger, Bishop Van Armistead, Miss A. J. Liesa, Miss Anderson, R. A. J. Loher, A. Awimin, Miss' Larkin, A. Leon, C. Agathe, G. Lowell, C. S. Allan, Mrs. W. J. Minchin, D. J. Andrew, Miss Menasché, L. Anderson, Mrs. Moore, J. W. Bryan, M. R. Marcus, T. R. Bird, W. B. M. McGregor, A. Bastchersky, M. de Mills, W. Barton, A. L. L. Maxwell, Lieut. D. H. Buissinne, W. T Myer, J. D. Burroughs, Miss Mui, Miss A. Mein, W. Byror, A. C. Boyd, Mrs. J Bowrou, J. E.

Mattseen, J. F. Massen, S. H. B. MacCallen, D. Bodemeyer, H. H. McRobie, F. Maihlousky, P. von McMilne, Burden, A. Medical Officer Chapman, W. Mrs. Mackay, Miss Cartlidge, J. Callesen, Capt. V. Monteiro, T. Mullins, J. L. Cowie, Mrs. Nicol, J. A. Neilson, E.

Chaves, L. L.

Cuncin, Mrs.

Colwell, G. J.

Croulie, Mrs.

Costa, M. J.

Carlsson, A.

Cary, H. F.

Darlington, H.

Dautkewich, P.

Dabson, W. H.

Elkins, S. B.

Emery, P. E. E.

Frieburg, S. S.

French, Mrs.

Flint, O. M.

Georgeson, J.

Hooley, P. F. G.

Havermeyer, F. C.

Harrison, Mrs. P.

Hay, Rev. N. E.

Hendersen, W. L.

Heaney, Mrs.

Hawler, W. L.

Harding, H. G.

Hakata, C.

Hastie.

Hallard, F. J.

Hamilton, Mrs. H.

Drake, Mrs. F. G.

Dunbar, T. E.

Deas, W. P.

Cruz, D. R.

Carrington, J. C.

Clitherow, E. C.

Moffatt, Dr. A. T. Nishizaki, G. -Osawa, Miss Owen, W. P. O'Connor, Mrs. J. M. Olcott, Miss E. Oshone, E. Poernedo, J. G.

Paulsen, T. Pillony, J. R. Patterson, J. H. Paisis, G. Dannenberg, Miss E. Pintkowsky Paul, V. Parkinson, Dr. T. W. Percira, Miss S. Plummer, H. B. Permult, E. Prince, Miss Ferkey, Mrs. S.

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Freidman, R. Freiman, R. Fortesquien, H. Gahor Khan

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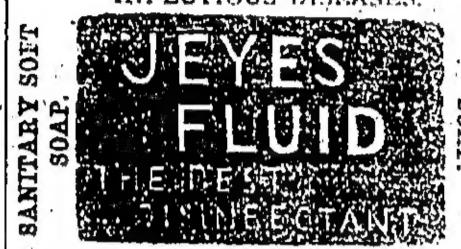
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THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, zesidence in hot, unhealthy climates, &c. .. It posseses surprising power in restoring strength

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ALSO POWDER "HOW TO DISINFECT." Book sent FREE on application. Of all Chemists, and

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BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5. D'AGUILAR

5. D'Aguillar Street. Hongkong, 37th April, 1000.

For Sale. NOW READY.

SOME SERIOUS LOCAL PROBLEMS A FEW SUGGESTION FOR DEALING WITH THEM.

Being A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY Mr. H. E. POLLOCK,

Harristerent-Law. To be obtained at the OFFICE of This Paper. PRICE 50 CENTS: Hongkony, 1st June, 1000,

NOW READY. AN ACCOUNT. RECEPTION OF H.M.2. "TERRIBLE,"

AND THE

FESTIVITIES CONNECTED

THEREAVITH, WITH A WOODCUT OF THE "TERRIBLE."

HONGKONG

To be obtained at the OFFICE of This Paper. PRICE 30 CENTS. of the following Vessel during her stay in

. As only a limited number have been printed intending purchasers should send their Orders SEA WITCH, American ship, Howes.-Master. | early, for the Issue of this interesting souvenir will soon be exhausted. Hongkong, 1st June, 1900

Consignees.

TOYO KISEN KAISHA.

NOTICE

ONSIGNEES of CAEGO per Steamship ""NIPPON MARU? are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of

Goods remaining unclaimed after the 6th June, will be subject to rent. No Fire Insurance has been effected. GEORGE ECKLEY,

Acting Agent.

Hongkong, 31st May, root.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

Bills of Lading.

FROM ANTWERP, LONDON, PORT SAID.

SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowlean Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not eleased by the 9th instant, at 4 P.M., will be subject to rent. No Eirestusurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Chains will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, 3rd June. 1901.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL THE Company's Steamship

"CHINGWO, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 10 A.M., will be subject to rent. No Fire Insumnce will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage

obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless instructions are given to the contrary before

2 P.M., TO-DAY.

JARDINE, MATHESON & Co., Hongkong, 3rd June, 1901.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"CHELYDRA," having arrived from the above Ports, Consignees. of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after Noon, the 6th instant, will be

landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers. Hongkong, 4th June, Toor.

-NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship "KANAGAWA MARU. having arrived from the above Ports, Consignees; of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 11th instant, will

goods are landed.

and delivery can be obtained as soon as the

be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 14th instant, or claims in connection therewith will not be recognised. NIPPON YUSEN KAISHA.

WORTH A GUINEA A BOX

Hongkong, 4th June, 1901.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS-SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES,

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The Share Market.						
	LATEST QUOT	_	ONS.	Ar Ar		
	Companies. Paid	lup	Latest quotation.	At At Ba		
	Banks. Hongkong & Shang- hai Banking Cor-	i	sales	Be		
	The Bank of China	, -	380 % premium	B		
	The Bank of China & Japan, Limited		Nomipal Li	Bi		
	The Bank of China		£5.5 buyers	B		
	China, Ld	8	\$27 buyers \$15 sellers	BBC		
	Union Ins. Society of Canton, Ld	. 1	S340 sales	CCC		
40	North China Ins. Co.	25 25	\$60 Tls. 180 buyers	DOUG		
	Ld	60 50	\$120 sales \$180 sellers	ממס		
	Hongkong Fire Insura			ממממ		
	China Fire Ins. Co., Shippin	20	\$87 sellers	DEEC		
	Macao Steamboat Co., Limited	15	\$34 sales	0000		
	Indo-China Steam Navigation Co., Ld. Chiga Ne Manila S.S.?	50	\$135 buyers \$62 \$52	JG I		
	Co., Ld	50	\$53 buyers	HH		
	China Mutual S. N. Co., Ld O'dry		£12 buyers	H		
	China Munuai S. N.; Co., Ld. (O'ary)	10	£7 buyers \$22 sales \$81 sales	,		
	"Shell" Transport X	(i	£3 sellers	B		
	Luzun Sugar Refining,		\$134	1		
	Punjoin . Ranning Conf.	5	\$38 sellers	000		
4	Punion Mining Pre-		\$1,40	000		
1	Charbonnages du Tonkin	, 250 cts.	\$320 buyers to cents sales	Ī		
	Jelebu Mining and Trading Co., Ld & Raub Allian Gold Mining Co., Ld(188		\$5.25 sellers	ŀ		
	Mines, Ld. A	\$ 5	\$17 sellers	1		
	Mines, i.d. B B Docks, Wharves a Hongkong & Wham-	and (Sil sellers Godowns	- 1		
	Hongkong and Kow-		\$327 sales \$105			
ų.	Wanchai Warehouse & Storage Co., Ld. New Amoy Dock Co.,		\$64	Í		
	Ld. Lands, Hotels ar China Provident Loan & Mortgage Co., Ld.	id B	\$\$22} buyers nildings. \$9} sales			
	Hongkong Land In-		\$200			
	Kowloon Land and Building Co., Ld West Point Building		\$29 sales			
	Co., Ld	\$ 50	\$56 buyers \$128 sellers \$80 sellers			
	Finance Co., J.d Cotton I Hongkong Cotton		\$134 sellers	1		
	& Dyeing Co., Ld., Ewo Cotton Spinning	• .	1			
	& W. Co., Ld The International Cotton Mig. Co., Ld The Laou-kung-mow Cot-					
	ton Spinning & Weaving Co., Ld Ti:			'		
	YahloongCottonSpin-	100	Tis. 25			
	Cigar Com Alhambra, Limited La Comercial, Ld. Henslana Limited	\$500	o 100 % p.			
	Green Island, Centage:	neou	s 50 % p. sellers			
	Co., Ld. China-Borneo Co., Ld. A. S. Watson & Co., Limited	\$ 13	5 \$10 sales 5 \$38 sellers [seller: 5 \$161 ex div	3		
	Watkins, Limited Hongkong Electric	\$ ic	5 12% buyers			
	Hongkong Electric Co., Limited		5 \$67 buyers.			
	Hongkong Rope Manufacturing Co., Ld. Geo. Fenwick & Co.,	8 5	o 5160 sales			
	History High Level		5 555 sellers	,		
	Dairy Facus Con Lid. Hungkong and Chien. Underly Lie. Lid.	. \$	6 \$7 buyers 6 \$7 buyers a \$50 sales			
	Campbell, Moure and Co., Id	1 1	0 \$10			
1	United Asbestos Oriental Agrey, Ld	L	1 \$1.10 4 \$12 buyers			
	Universal Trading		\$3 sellers 20 \$20 sales	٠.,		
	boat Co., Ld	\$	5 \$7	Total Land		
	Robinson Piano Co.,		20 \$20 50 \$50	3 ·		
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(Preference). The Bank of & Japan, Limit	China			Broc
(Ordinary) The Bank of	China	£ 4	Li	Brov B.
& Japan, Limi (Deferred)			£5.5 buyers	Brov
National Bank China, Ld Do. Found		£ 8	\$27 buyers \$15 sellers	Buri Busi Cam
Union Ins. Soci	rine l	nsuranc	es. 1	Cha
Canton, Ld China Traders'	l as.	.4.	\$340 sales	Clar
North China In	s. Co.,	\$ 25	Tis. 180 buyers	Cols
Yangtsze Ins.	Assoc.		\$120 sales	Dav Dav Dea
Canton Ins. Office Straits Ins. Co.,	c, Ld.	\$ 50	\$180 sellers	Den Den
Hongkong Fire	lns.	surance	\$ 355	Disc
Co., Ld.	. Co.,	11/1	\$87% sellers	Dur Dys Feri
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Macao Stea Co., Limited.	mboat	\$ 15	\$34 sales	Gib
Indo-China Navigation Companies Manila	o., Ld.	£ 10	\$135 buyers	Gra Gre
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Co., Ld China Muchal Co., Ld Pr		. \$ 50	\$53 buyers	Hes
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Star Ferry Co.,		10 \$ 21	£7 buyers ≩22 sales \$81 sales	
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Hongkong Spinning, W	Cotto	on Mills n		();
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HOTEL. Innes, Capt. irews, Mr. D. A. Irving, Mr. E. N. us, Mrs. Johansen, Mr. and Mrs. old, Mr. H. loseph, Mr. & Mrs. E. S. d, Mr. J. S. Katsch, Mr. E. A. ley, Mr. W. S. Mr. and Mrs. O. Kiene, Mr. and Mrs. F. Kiene, Mr. A. King, Maj. H. S., R.E. jamin, Mr. David King, Mr. C. L. inger, Mr. F. J. G. Kirkwood, Mr. J. Konysuika, Mr. ndreth, R.N., Lt. & Littledale, R.E., Major Long, Mr. & Mrs. D. M. ten, Mr. P. O. oks, Major & Mrs. Macdonald, Mr. D. Macdonald, Mr. D. wn, R.E., Major W. Marlow, Mr. 'Morty, Mr. G. L. Mudge, Mr. Geo. uce, Mr. and Mrs. Parfitt, Mr. W. rnie, Mr. C. M. G. Pascual, Mr. C. Price, Mr. H. meron, Mr. D. H. Reich, Mr. A. H. arlton, The Hon. Robertson, Mr. Robinson, Mr. V. Robnett, Mr. J. D. r's, Dr. & Mrs. F. chrane, Mr. H. C. Schouw, Mr. C. Smithers, Mr. R. G. le, Mr. G. E. Stevens, Mr. H. Goyne son, Mr. J. S. vis, Mrs. W. & child Stewart, Mr. E. H. vison, R.N., Comdr. Tassel, Mr. P. A. Van aners, Mr. and Mrs. Taylor, Mr. D. G. Taylor, Mr. and Mrs. nnis, Mr. W. nroche, Mr. P. C. scombe, Mr. G. M. Thomas, Mr. Harry rehill, R.A., Major Tibbey, Mr. H. M. nstable, Mrs. D. Valentine, Mr. Waite, Mr. H. E. son, Capt. P. S. Wakeman, Mr. G. H. rnald, Mr. and Mrs. Walker, Mr. C. B. Walker, Mr. J. B. rrett, Mr. H. G. bson, Mr. Kennedy Wardle, Mr. F. R. Watts, Mr. and Mrs. over, Mr. C. Frank W. ant, Mr. John cen, Capt. and Mrs. Whiley, Mr. and Mrs. Wild, Lieut, and Mrs. innon, Mr. J. M. upld, Mr. W. Williamson, Mr. and ss, Mr. J. L. Mrs. A., A. and child chappel, Mr. E. C. ward, Mr. Thos. Woollen, Mr. J. J. Wright, Mr. and Mrs. idson, Mr. Geo. Yoshkikawa, Mr. ke, Mr. A. N. HISTORS AND RESIDENTS AT THE PEAK HOTEL. Lang, Dr. K. attie, Mr. James njamin, Mr. S. S. Mackie, Mr. C. Gordon mudr, Mr. J. W. C. Manice, Mr. and Mrs. tayne, Mr. H. F. R. Martin, Mr. R. own, Colonel F. usse, Mr. G. Miller, Mr. and Mrs. Newall, Mr. Stuart G. imeron, Mr. Allan arrington, Sir John, O'Gorman, Col. The O'Gorman, Madam arrington, Miss ollard, Col. A. W. Oppenheim, Mr. J. Pitt, Mr. John, R.N. Pollock, Mr. H. E.: ookenden, Col. Prynne, Capt., R.A. M.C. ann, Mr. G. H.: rion, Mr. F. Prynne, Mrs. Qustinoff, Mr. M. kiel, Mr. 1. S. ckiel, Mr. R. M. Rouse, Mr. A. B. Rublec, Mr. W. A. (U. orbes. Mr. Andrew aser, Mr. and Mrs. S. Consul of America) aham, Mr. D. M. arston, Dr. and Mrs. Shellim, Mr. Edward Sinclair, Mr. A." umpert, Mr. and Mrs. Stokes, Mr. A. G. ughes, Col. G. A. wine, Mr. E. H. ffreys, Mr. CRAIGIEBURN. nderson, Mr. Jas. Helms, Mr. W. rown, Mr. and Mrs. Langlands, A.O.D.,

Rublec, Mrs. W. A. child and maid Tomiin, Mr. G. L. Wheeler, Mr. H. B. Wheeler, Lt. Col. J. L.

H. Matheson Capt. and Mrs. P. Lowe, Mr. A. R. arlton, Mr. L. G. rough, Mr. J. W. Newcomb, Mr. E. C. rimble, Mr. & Mrs. G. Pyc, Mr. E. Burns: ewitt, Mr. and Mrs. Volpicelli, Consul-T. H. B. KOWLOON HOTEL.

MacGregor, Mr. J. W. Nobbs; Prof. A. P. looper, Capt. Javies, Mr. W. Spittles, Mr. J. Williams, Mr. G. F. ean, Mr. F. arby, Mr. E. A. . .

EXCHANGE.

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OPIUM QUOTATIONS.

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VESSELS IN PORT. Steamers. AIRLIE, British steamer, 2,500, St. John George, 28th May, -Sydney 5th May, Brisbane 7th,

11th, Thursday Island 15th, Port Darwin 16th, and Manila 24th, General.-Gibb, Argonaut, 1st-class cruiser, 11,000 kms, 16,500 Livingston & Co. AMARA, British steamer, 1,565, C. J. Mattock, and June,-Singapore 28th May, and

Townsville and Cairns 10th, Cooktown

Bangkok 27th, Rice.-Jardine, Matheson ANPING MARU, lapanese steamer, 1,065, S. 'Atsumi, 1st June,-Foochow via Amoy

and Swalow 31st May, General.-Mitsui Bussan Kaisha. ATHENIAN, British steamer, 2,444, H. Mowatt, .8th April,-Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour .-

BORMIDA, Italian steamer, 1,499, Costa Domenico, 4th June,-Bombay 17th May, and Singapore 28th, General.—Carlowitz & Co. BRAEMAR, British steamer, 2,316, Wm. Watt,

24th May, Dalny 19th May, Ballast --Dodwell & Co., Ld. BRAND, Norwegian steamer, 1,520, John Thronsen, 1st June,-Bangkok 24th May,

BRINJAMIN, KELLY & POTTS,

· Share Brokers.

Thicgraph Address-"Righto.".

Telephone No rak

Rice.-Wang Lee & Co. BURNSIDE, American steamer, 1,400; A. H. Lafflin, 14th April,-Manila 11th April, Cable.-Government.

CHANGSHA, British steamer, 1,460, T. Moore, 4th June,-Kobe 29th May, General.-Butterfield & Swire.

... June,-Calcutta 15th May, Penang and Singapore 29th, General and Opium.-. Jardine, Matheson & Co. CHINGTU, British steamer, 2,260, J.E. Williams, Endymion, 1st-class cruiser, 7,350 tons, 12,000 3rd June, -Sydney 15th May, Government

Stores .- Butterfield & Swire. ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May,-Chinkiang 13th May, General.-E. A. T. Co. HAICHING, British steamer, 1,267, T. P. Hall, 3rd June,-Taku and Wei-hai-wei 28th

INSANG, British steamer, 1,560, P. M. B. Lake, 3rd June,-Hongay 1st June, Coal. -Jardine, Matheson & Co. KAGA MARU, Japanese steamer, 3,901, J. W.

Ekstrand, 4th June,-Yokohama 29th May General.-Nippon'Yusen Kaisha. KANAGAWA MARU, Japanese steamer, 3,822,

John McKenzie, 3rd June,-Antwerp 21st April, via London, Port Said, Colombo and Singapore 29th May, General.-Nippon Yusen Kaisha. KONG BENG, German steamer, 862, C. Sohnur, 3rd June,-Bangkok 28th May, Rice,-

KWANG LEE, British steamer, 1,467, R. Lincoln, 4th June,-Canton 3rd June, General.-C. M. S. N. Co. MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 30th May, Saigon 25th May,

General.—Melchers & Co.

Rice.—Jebsen & Co. MEADE, American transport, 5,526, G. W. Wilson, 26th April, - Manila 23rd April. MONGKUT, German steamer, 859, C. Kimme, . 31st May,—Bangkok 25th May, Rice and Teakwood.—Melchers & Co.

MUNCHEN, German steamer, 4,691, Krebs, 28th May,-Caroline Islands 15th May, Ballast .- Melchers & Co. NATUNA, German steamer, 958, W. Bartling,

28th May,-Yap 15th May, Ballast .-

Melchers & Co. NIPPON MARU, Japanese steamer, 3,437, W W. Greene, 31st May, -San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General.-P. & O. S. N.

NUEN TUNG, German steamer, 1,341, C. Schönberg, 31st May,-Sydney 2nd May, General.-Melchers & Co. PERLA, British steamer, 1,287, G. Blaxland, 3rd June,-Manila 31st May, General .--

Shewan, Tomes & Co. PHRA CHOM KLAO, British steamer, 1,011, Morris, and June,—Bangkok and Koh-sichang 28th May, Rice.-Melchers & Co. POMPEY, American steamer, 785, J. H. Serive-

-U. S. Navy RAJA BURI, German steamer, 1,189, Ahlban, 30th May, -Bangkok 20th May, Rice .-Melchers & Co. ST. ENOCH, British dredger, 650, R. Rawcliffe,

30th May,-Wei-hai-wei 25th May. SARNIA, German steamer, 2,052, T. Pactaw. 30th May, Moji 25th, May, Coals. Carlowitz & Co. SIMONGAN, Dutch steamer, 1,818, Sandman,

17th April,-Samarang and Saigon 29th March, Sugar.-Yuen Fat Hong. Tosa Maru, Inpanese steamer, 3,610, S. J. G. General.—Nippon Yusen Kaisha.

TSINTAU, German steamer, 1.002, J. Sanders, 3rd June, - Canton and June, General. -Arnhold, Karberg & Co. Universe, Norwegian steamer, 1,635, U.V. Egineps, 27th May,-Chefoo 21st May,

Flour.--Order. WONGKOI, German steamer, 1,108, Buller, 28th May,-Yap 15th May, General.-Butterfield & Swire.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 4th June, --- Manila 1st June, General:-Jardine, Matheson & Co.

. Sailing Vessels. CELESTE BURRILL, British ship, 1,764, C. A: Trefry, 29th May,-Manila 9th Ballast.--Order. DUNDEE, British ship, 1,998, Hornanag, 14th

Oct.,-New York 29th June, Kerosine Oil. -Standard Oil Co. EVIE J. RAY, American bark, Kaster, 24th May, -Singapore 27th Mar., Timber. -

Sander, Wieler & Co. FULWOOD, British ship, 1,986. Thomas, 1st Dec., - Cardiff via Cape Town 26th Sept., Coal. -- Government. Louise J. Kenny, American schooner, 155, A.

. Olsen, 30th Mar.,-Ponape and Caroline Island 11th Mar., Copra. -- Master. Luzon, American plansted schooner, 512. Aderson, 31st Mar.,-Port Townsend 28th Dec., General,-Holliday, Wise & Co.

MADAGASC R. British 4-masted barque, 1,997, A. H. Smith, 4th Mar., -from New York, Oil.—Standard Oil Co. MARECHAL DE VILLARD, French back, 1,171,

Rional, 31st May, - Cardiff 4th Jan., Coals. -E. A. Trading Co. Feb.,-Yap 9th Feb., Ballast,-Siemssen

SARDIS, American schooner, 240, B. Harner, 30th May, -Kobe 9th May, Coal. - Order. SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master. SUSSEX, British bark, 1,212, Guthrie, 17th May, -Freemantle 26th Mar., Sandalwood .-

Master. VALE OF DOON, British bark, 717, Petersen, 28th May,-Rajang 29th April, Timber.-Sander, Wieler & Co. VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,-New York 3rd Sept,

Case Oil.-Order. HIS BRITANNIC MAJESTY'S BILLPS

ON THE CHINA STATION.

Hongkong, June 5th, 1901. Alacrity; despatch-vessel, 1,700 tons, to guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock,

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong. Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i/h:p., Capt. J. Startin, Woosung.

i.h.p., 16 guns, Capt. G. H. Cherry, R. .. , Koreyets, Russian cruiser, 1,200 tons, 9 guns, [7,000 i.h.p., 10 guns, Capt. A. W. Paget,

C.M.G. Shanghai. Aurora, 1st-class craiser, 5,600 tons, 8,500 l.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foothow. Barfleur, 1st-class battleship, 13,000 tons, 14. guns, 13,163 i.h.p., Captain G. J. S. War-

render, Nagasaki. Blenheim, 1st-class criuser, 9,000 tons, 12 guns, . 21,411 i.h.p., Capt. Henderson, C.M.G., . Woosung. Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 lih.p., Captain G. G. Sawle,

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut, and Coundr. F. M. Leake, Wuhu. Brisk, 3rd-class cruiser, 1,770 tons, 6 guns,

Wrey, Bart., Hankow. Aritomart, 1st-class gunhoat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird.

Centurion, 1st-class battleship, 10,500 tons, 14 | Sevastopol, Russian battleship, 10,900 tons, guns, 9,000 h.p., Capt. J. R. Jellicoc, R.N.,

CHELYDRA, British steamer, 1,567, R. Cox, 3rd | Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong. 9,600 i.h.p., Capt. Tillard, Shanghai.

i.h.p., 12 guns, Capt. A. W. Paget, Hong-Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-

Fame, twin screw, torpedo boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton. Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield,

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy. Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming,

Hart, twin screw, torpedo-boat destroyer, 260

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore: Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson,

Janus, torpedo-boat destroyer, in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, .C.B., C.M.G., A.D.C., Woosung. Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 l.h.p., Capt. J. H. Burke, C.B., Shang-

Otter, torpedo-boat destroyer, Lieut, and Com. C. P. Mansel, Shanghai. Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p.,

Comdr. W. H. Nicholson, Tientsin. Pigniy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Couldr. J. F. E. Green, S'pore. Pique, twin screw, and-class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai:

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de .M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tons, 6 guns,

1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai. ner, 21st Mar., -Manila 18th Mar., Coal. & Robin river-gunbout, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p. Com. C. Hamilton, en route Singapore. Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr. West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p.,

Lieut, and Commander Oldham, Yangtsze, Swift, and-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut. County C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commudure · Powell, C.B., Hongkong. Parsons, 3rd Ju e,-Shanghai 31st May, | Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong

Tweed, coast defence gunbout, 303 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, Lieut. Comdr. Lyne, Manila. Whiting, twin screw, turnedo-boat destroyer,

bor tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai, Wivern, coast defence ship, 2,750 tons, 4 guns, : 1,000 j.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 500 i.h.p., Lieut.-Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous. Aspern, Austrian gunboat, 976 tons, Capt. W.

· Weber, Shanghai. Denau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Hongkong. Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan,

Shanghai. Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku. MERCURY, German schooner, 52, Warnes, 23rd. Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain

Skala, Shanghai. FOREIGN MEN-OF-WAR ON THE CHINA

AND JAPAN STATION. The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p.,

Captain Jakovieff, at Nagasaki. Admiral Nukhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki, Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

screw, 14 guns, 1,500 h.p., Capt. Yakoveff, Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yerrish, at Nagdsaki,

2,150 h.p., Capt. Silmann, at Taku.

Nayendnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Otvarny, Russian armoured cruiser, 1,490 tons; twin screw, 12 guns, 2,000 h.p., Captain' Coprianoff, at Nagasaki.

Capt. Grevais, at Nagasaki. Polstava, Russian battleship, 10,960 tons, 1, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki. Rossia, Russian armourd cruiser, 12,200 tons,

Petroparlovski, Russian battleship, 12,000 tons,

22 guns, 14,500 h.p., Capt. Domojiroff, at h.p., 11 guns, Capt. Komaroff, at Singapore. Rurik, 1 Russian flagship, 10,940 tons, armoured

twin screw cruiser, rat, class, 48 guns,

13,500 h.p., Capt. Haupt, at Port Arthur,

13,000 i.h.p,, 16 guns, Capt. Melcusky, at

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Dido, 2nd-class cruiser, 5,600 tons, 11 guns, Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed to.7 knots. Vladimir Monomach, Russian cruiser, 6,000

tons, 16 guns, Prince Ouchtomsky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18. guns, twin screw, 1,500 h.p., Capt. Rogulia, Zabiaka Russian cruiser, 1,230-tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.) Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, .. guns, 970 h.p., 19 knots. •

Kasatka, Russian torpedo boat, 350 tons, Capt. Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons 4 guns,

1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots. Sixik, Russian torpedo boat, 23 tons, 1 gun, 220

h.p., 16 knots. Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Sootchena, Russian torpedo boat, 37 tons, 4 guns, 970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Strauss, Russian torpedo bont, 23 tous, r gun, 220 h.p., 16 knots. Sunguri, Russian torpedo hoat, 140 tons,

RUSSIAN TORPEDO FLOTILLA.

guns, 1,800 h.p., 22 knots.

(SEA GOING.) Boygo, 1st-class, Russian torpedo boat, 31 tons, 3 guns, a torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons,

3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots, † Flagship of Vice-Admiral Alexcieff.

Flagship of Rear-Admiral F. V. Dubossoff Flagship of Rear-Admiral Regunoff.

THE GERMAN SQUADRON. Brandenburg, German battleship, 10,100 tons, 40 guns, Capt., Zur S. Rosendahl, at Hong-

Bussard, German cruisez, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotike, at Taku. Gefion, German cruiser, 4,109 this, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy. Geler, German 'cruiser, 1,700 tons, & guns

Capt. Bauer, at Amoy. *** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong. Hela, German despatch-vessel, 2,000 tons, 12 Capt, Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt-von Usedom, at Shanghai. Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Condr. Sthamer, at Shanghai. Trene, German cruiser, 4,200 tons, 8 guns,

2,930 h.p., Capt. Stein, at Nagasaki. Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton. Kuiserin Augusta, German craiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy. ** Kurfilest Friedrich Wilhelm, German

battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung. Lucks, German gunboat, 850 tons, to guns; Comdr. Daehrhardt, at Hongkong. Schwalbe, Germun cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Secadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons,

40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelin, German battleship, at Naga-No. 90, German torpedio-hoat, 320 tons, Capt.

Hoepimer, at Shanghal. No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Füllen, at Shanghai. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral ** Flagship of Rear-Admiral Geissier. ** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alonette, gunbont, 200 tons, Lieut-Comdr. Belloy, at Nagasaki. Amiral Charner, and-class cruiser, 4,750 tons, Capt. Baëhine, Japan. Bengali, and class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, and class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow. Comele, gunboat, 600 tons, Capt. Louel, at

Decidee, gunboat, 690 tous, Capt. Maresubeite, * D'Entrecasteaux, Tat class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku, Descartes, and class protected cruiser, 4,000

tons, 36 guns 631 i.h.p., Captain Saulne, at

Hongkong. Eure, Dispatch-transport, Capt. Vallee, at Astran, British and-class cruiser, 4,300 tons, Mandjour, Russian cruiser, 1,213 tons, twin Friant, gunboat, 693 tons, Capt. Adam, at Shanghai. Gulchen, 1st-class cruis er, 9,000 tons, Capt. Perem, at Shanghai.

> 8,000 i.h.p., Capt. Autim, at Taku. Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon. Lion, gunboat, 500 tone, 8 guns, 576 h.p., Capt.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns,

Frost, at Taku. Pascal, and class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt M. Motet, at. Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p.,

Capt. Mornet, at Taku. Takow, torpedo-boat destroyer, 280 tons, Com. Boussady, at Hongkong. 5,600 i.h.p., Commander Sir, Bourchier Rosbaynik, Russian cruiser, 1,330 tons, 1,786 Ville D'Alger, monitor, 944. tons, Captain Bomessaur, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del

Villeneuve, at Saigoni

* Plagehip of Vice Admiral Course olien.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns,

3,436 h.p., Comdr. C. H. Arnold, at Hong-13-Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghair Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p. Lieut.-Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199

h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p.; Comdr. C. T. Forse, at Manila. Concord, U.S. gunbout, 11,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,... Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. C. McLean, at Manila, Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Mamla. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p.,

Capt. J. J. Meany, at Hongkong.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila. Kentlicky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunbant, 1,000 tons, 1,500 r.h.p., 12 guns, Comdr. E. H: Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Mondeacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Montercy, U.S. double-turret monitor, 4,090. tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong. Nanshan, U.S. collier, Ensign F. E. Ridgely,

at Hongkong. Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, en route Home.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens,

U.S.N., at Woosung. Petrel, U.S. gunbont, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Mauila. Princeton, U.S. gunbont, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Saturn, U.S. collier, 1,817 tons, Capt. J. H.

Potter, at Hongkong. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. ... Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns,

1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong. Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Posemite, U.S. converted cruiser, 6,179 tons,

10 guns, 3,800 h.p., Capt. G. E. Ide, at Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON. Calabria, Italian eruiser, 2,946 toos, Capt. C. Cantelli, cruising. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Flermosca, Italian cruiser, Capt. Garlo Negri, Shanghai. Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai. Vetter Pisani, Italian cruiser, 6,700 tons, Capt.

V. Onofrio, Shanghai.

river steamees, schooners, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, -- Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hunkow, British steamer, 2,252, C. V. Lloyd,—

Butterfield & Swire. Hoistong, Chinese steamer, 409 tons, Captain Tai-on, British steamer, 728, J. Lawrence,-Tai On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S.

Kong Nam, British steamer, T. Austin, R.N.R., -Chinese Owned Hongkong and Macao. Heungshan, Bitish steamer, 1,055, W. E.

Steamboat Collins Macao and Canton. Zungshan, British steamer, i.41, G. F. Morrison, R. N.R., -Hongkong, Canton and Macao

Clarke,-Hongkong, Canton and Macao

Steamboar Co. Kiangiung, Chinese steamer, 503, R. J. Mackenzie, -- China Merchant Steam Navigation Co.

Canton and West River. Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam-City of Whampon, Chinese steamer, 40,-Ah

Hongkong and West River. Saikong, British steamer, 259, D. Bowie,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S. Kwai Lum, British steamer,-Kai Hing & Co.

Sun Chow, Chinese steamer,-Ah Yon.

Lil, American lorcha. Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., -J. M. & Co. and B. & S.

Lorchas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to: Canton,-Hung Kum Sing.

soust. Pattice.

A Mail will close: -For Canton-Per Powan, to-morrow, the 6th

instant, at 7.30 A.M. For Swatow, Amoy and Foochow-Per Anping Maru, to-morrow, the 6th instant, at For Macno-Per Heungshan, to-morrow, the

6th instant, at 12.45 P.M. For Chefoo and Newchwang-Per Sullberg, to-morrow, the 6th instant, at 3 P.M. For Canton-Per Hankow, to morrow, the 6th instant, at 5 P.M. For Yap, Friedrich Wilhelmshafen, Finsch.

hafen, Herbertshöhe and Sydney-Per Nuen- Wie tung, to morrow, the 6th instant, at 5 P.M. For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per Braemar, on Friday, the 7th instant, at II A.M.

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